

The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 948—Vol. XXIII.]

LONDON, SATURDAY, OCTOBER 22, 1853.

[PRICE 6d.]

MR. JAMES CROFTS, of No. 28, CORNHILL, MINING BROKER.

Mr. J. CROFTS begs to OFFER his SERVICES for the PURCHASE or SALE of MINING SHARES of every description, and not being a DEALER, transacts business only for principals on commission.

Mr. CROFTS having resolved to extend his business, more generally in reference to DIVIDEND MINES, has on hand, or can procure, the best of those appearing in the London market, and in the columns of the *Mining Journal*, which, judiciously selected, will pay the highest rate of interest of any known security.

A combination of causes, more or less temporary, has produced the most marked depression perhaps ever remembered in mining stocks; but its character is rather that of daily depression than in the nature of a panic, and hence it may be inferred that its continuance must gradually be arrested by the dissipation of the depressing causes, and a return to equilibrium. The description of shares most affected are those liable to calls, to which an almost indiscriminating neglect is shown, without reference to the merits or prospects of the mine, and such shares must unquestionably be those which will first feel the effects of re-action, come when it may. Young concerns upon which a little capital has been spent may be described as almost totally unsaleable, while, on the other hand, nearly all dividend mines find not only ready but eager buyers, and to a large extent, and on which sellers in general are realising large profits, and buyers investing safely.

The following are particularly noticeable as *bona fide* concerns much reduced in value, and, therefore, safe to purchase at present rates:—
Clive, North Towry, Wheal Vanton, West Alfred Consols
Perran Silver-lead, South Towry, Perran Wh. Alfred, Tavy Consols
Boringdon Consols, Trebell Consols, Wheal Trelawny, Tamar Consols
Quintrell Downs, Great Baddern, Wheal Trelawny, Rix Hill
Combarnett Cons., Devon Kapunda, Sydenham, Penllyn Court
Wheal Wrey, Rocks & Trevelyan, Wheal Brewer, East Tamar
Cwm Darren, Silver Brook, East Wheal Rose, Balmoon Consols
Other *PROGRESSIVE* mines most in demand are as follows:—
Eaglebrook, Wheal Sydney, Wheal Guskus, Great Sheba
N. Wh. Trelawny, West Basset, Penllyn (cop.), Great Sheba
Trewatha, Altrun Consols, Lackmore (cop.), Calstock Consols
Butterdon, East Russell, Wheal Robert

Mr. CROFTS transacts every description of business through the medium of the Stock Exchange.

Hours of business:—Half-past Nine till Five, daily. Bankers—The London Joint-Stock Bank, Princes-street, City.

Dated Friday, Oct. 21, 1853, No. 28, Cornhill.

MR. JAMES LANE, MINING AGENT.

33, THREADENEE STREET, LONDON (Established 10 Years).
Begs to inform his friends and the public, that the SHARES which he is prepared to DEAL IN are not confined to the limits of an advertisement, but would refer to the general list of the *Mining Journal*, and in a position to TRANSACT BUSINESS in any mines quoted in that list. Mr. LANE will furnish a list with latest prices on application.

MR. H. B. RYE, begs to call the attention of his friends and the public

to the following MINES, which, from being located in the BEST districts, under good management, are well WORTHY OF INVESTMENT, from their capability of producing GREAT PROFITS. SALES and PURCHASES effected in MINES of every description; and CORRECT LIST OF PRICES can be OBTAINED on application:—
Bryntail, Glastonbury, Pendennis Consols, Wheal Chiverton
Clive & Wentworth, Kirkcubright, Tamar Consols, Wh. Kitty (Un. Lel.)
Cook's Kitchen, Leeds Town, Trelawny Consols, Wheal Neptunus
East Seton & Maude, Leant Consols, West Wheal Frances, Wheal Trefusis
Grantham, & St. Aubyn, North Downs, West Wheal Towan, Wheal Trelawny
Great Wheal Alfred, North Towry, Wheal Brewer, Wheal Uny

77, Old Broad-street, London, Oct. 21, 1853.

MR. R. C. MANUEL, MINING OFFICES,

No. 26, AUSTINFRIARS, LONDON.
Mr. MANUEL'S offices are expressly adapted for the use of companies and committees conducting their business in London; he advises in the technical, financial, and general arrangements of companies, conformably with the Cost-book System; and has also made arrangements whereby he is enabled to undertake the entire superintendence and management of mines, the laying out and erecting every kind of mining machinery, inspecting and reporting on mines and all mineral property. Offices of the Great Crinias Copper Mine, Union Tin Mine, West Wheal Buller Tin Mine, &c. 26, Austinfriars, London.

MR. JOHN S. LANE, No. 32, POULTRY, LONDON, begs to

inform the public that he is in a position to OFFER SHARES at the following LOW PRICES:—

Alfred Consols, £20.	Liberty, 15s. 3d.	Trevellyn Consols, £23 1/2.
Augusta Consols, 7s.	Liverdon, 13s. 6d.	Trevellyn Downs, 3s. 3d.
Broomfield Consols, 3s. 3d.	Leeds Town, 14s.	Tryphena, £3.
Boringdon Consols, £14 1/2.	Merilyn, £1.	Trevellyn Consols, 10s.
Black Craig, 6d.	Molland, 8s.	Trevellyn & Bosence, £7.
Bell and Lannarth, £14 1/2.	Mount Alexander, 10s.	Tamar Consols, £2.
Britannia, 11s. 3d.	Mouarich, 7s.	Trevellyn, £3.
Balmoon, £5 1/2.	Mixon Great Cons., 11s. 6d.	Victoria, 7s.
Bedford United, £6 1/2.	North Wheal Robert, £3.	Wheal Golden, £1 1/2.
Bryntail, £14 1/2.	North Damsel, 13s.	Wheal North, 10s.
Clive, £3.	North Tamar, 17s.	Wheal Killybeg, 13s.
Castle Dinas, 8s. 6d.	North Towry, 17s.	Wheal Mary Ann, £4 1/2.
Caradon Wood, 5s.	North Downs, £1 1/2.	Wheal James, 21s.
Combarnett Consols, 4s.	North Wh. Trelawny, £6 1/2.	Wheal Zion, £3.
Cwm Gwyn, 6s.	Perran Wh. Jane, 15s.	Wheal Procter, 17s. 6d.
Cubert, £1 1/2.	Perran Silver-lead, 12s.	Wheal Robert, 7s.
Cook's Kitchen, £23 1/2.	Perran Wh. Alfred, 15s.	Wheal Katharine, £1 1/2.
Crookshank, 14s. 6d.	Penllyn Albion, £2 1/2.	Wheal Wrey, 20s.
Crookshank, £14 1/2.	Penllyn Min. Co., £5 1/2.	Wheal Gill, £2 1/2.
Devon Kapunda, £1 1/2.	Roringdon Consols, 12s.	Wheal Samson, £1 12s. 6d.
Devon & Court, £1 3s. 6d.	Rhoswyl, £6.	Wheal Lemon, £3.
Dinas Great Copper, 6s. 6d.	South Crenver, £4 1/2.	Wheal Surprise, 8s.
East Seton & Maude, £3 1/2.	South Towry, 5s.	West Wh. Edward, 11s. 6d.
East Wheal Russell, £3 1/2.	South Russell, 6s.	West Carpenter, 7s.
East Bosora, 6s.	St. Austell Cons., £1 7s. 6d.	West Phoenix, £10.
East Wheal Vor, 15s. 6d.	South Wh. Yeoland, 17s.	West Providence, £4 1/2.
Eaglebrook, £14 1/2.	Sourton Consols, 6s. 3d.	West Alfred Consols, £11 1/2.
Gora Lead, 13s.	Sydney Godolphin, £1.	West Basset, £15.
Great Crinias, £1 1/2.	Trebell, 6s.	Weston, £1 1/2.
Great Wheal Hugo, 9s.	Tassan Lead, 5s.	Whorling, 5s.
Hamerdon Consols, 16s.	Tavy Consols, £2 1/2.	Whitford, 9s.
Langford & Baring, 5s.	Trevellyn, £12.	Wheal Uny, £9 1/2.
Leant, £20.	Tamar Maria, 6s. 6d.	Yeoland Consols, £5 1/2.

P.S. Parties in the country wishing to purchase in any of the above mines will please to mention the number of shares they require, otherwise no notice can be taken of their application. Any instructions to buy or sell should be punctually attended to.

J. S. LANE is a BUYER of Trefusis, Wheal Mary Ann, Trefusis, Great Hervas, Hemlock, Sheba Consols, Boringdon Consols, Eekley, South Caradon, Wh. Edward, Wheal Uny, &c.

MR. JOHN R. PIKE, begs to call the attention of his friends and

the public to the following LIST OF MINING SHARES which he has for SALE.

Alfred Consols, £10 1/2.	East Frognob, £6 1/2.	North Towry, 18s.
Alfred West Wheal, £1 1/2.	East Vor, 21s.	North Basset, £9 1/2.
Alten (Norway), 5s.	East Halamann, £1 1/2.	Orsed, £2 1/2.
Angarbeck Consols, 11s.	East Russell, £3 1/2.	Perran Consols, £1 1/2.
Balmoon Consols, £11 1/2.	East Tolgus, £30.	Pen-y-Gelli, £12.
Birch Tor, £1 1/2.	East Alfred, 5s.	Raleigh, £3.
Boringdon, 17s. 6d.	Gora Lead, 13s.	South Towry, 7s. 6d.
Castle Dinas, 8s.	Garreg, £2 1/2.	Sidney Godolphin, £2 1/2.
Coal Mawr, £7 1/2.	Grannibler & St. Aubyn, £24	Speedwell, £5 1/2.
Clowance Wood, 8s.	Great Bryn, 5s. 6d.	Sray Park, £9 1/2.
Clive & Wentworth, 8s.	Great Onslow, £1 1/2.	South Russell, 10s.
Cwm Hill (Ireland), 6s.	Great Welsh, £130.	Sourton Consols, 9s.
Cwm Darren, £1 1/2.	Hawon & Henfich, 18s.	South West Phoenix, £1 1/2.
Caradon East, £1 6s. 3d.	Hawmoor, 15s. 6d.	United Mines, £240.
Carm Darren, 7s. 6d.	Killybeg, £1 1/2.	Wheal Basset, £20.
Cathcart, £2 1/2.	Kitty (Leant), £7 1/2.	Wheal Charlotte, £3 1/2.
Cathcart, £2 1/2.	Kennegry, £2 1/2.	
Cupid, Wheal, £7 1/2.	Lewis, Wheal, £2 1/2.	
Cwm Brea, £35.	Liverdon United, 13s. 6d.	
Damas, North, 17s. 6d.	Mill Pool, £2 1/2.	
East Darren, £100.	Mounts Bay, £1 1/2.	
East Buller, £20 1/2.	Mizen Head, £4.	
East Reeth, 9s. 6d.	Merrilyn, £2 1/2.	
East Seton & Maude, £3 1/2.	Nant-y-Car, £1 1/2.	
	Norris, Wheal, £3.	
	Neptune, £3.	

And is a BUYER of Trefusis, Wheal Uny, North Buller, and Bell and Lannarth. J. R. Pike, from a lengthened residence in the best mining district in the world (Redruth, Cornwall), and being in daily communication with respectable agents, is enabled to give capitalists advice as to what is sound or otherwise, the present opportunity being a favourable one for investments. In any instructions forwarded to J. R. Pike, for the disposal of shares, it is particularly requested that he will state the number and time allowed, and that such information be forwarded not later than Friday morning; and those parties who may entrust him with their business may rely on his giving them satisfaction.

South Sea Chambers, Threadenneedle-street, City, October 21, 1853.

MINING PROPERTY.—Mr. HERRON has SHARES in the best

DIVIDEND-PAYING MINES FOR SALE, and which will give the purchaser 15 to 20 per cent. for the outlay. Amongst others are the following:—

Great Devon Consols	Mary Anne	Carm Brea	Wheal Trelawny
South Tamar	South Basset	Trevellyn	Cobbe
Bedford United	North Pool	West Caradon	Alten
Trelawny	Wheal Seton	South Caradon	St. John del Rey

And has also FOR SALE SHARES in MINES having a PROMISING APPEARANCE, and affording greater range for speculation, such as:—

Tamar	Treleigh	Wheal Norris	Halamann & Croft
East Russell	North Basset	North Damsel	Gothal
Stray Park	West Basset	Trefusis	Wheal Uny
North Downs	Hillingdon Down	Wheal Harriett	Copiope
East Buller	Trefusis	Wheal Cupid	

Mining Offices, 33, Clement's-lane, Lombard-street.

INVESTMENTS IN PUBLIC SECURITIES.—There cannot be a

doubt that the excessive increase of our export trade, coupled with the increased value of foreign produce, and the scarcity of corn, have together caused the demand for money which has so suddenly overtaken us.

The foregoing causes, combined with the war question, have produced a general depression throughout the markets. Prices of all public securities have considerably declined. Generally both stocks and shares have been overvalued, and it is with difficulty that money purchases can be carried out without delay. Therefore, beyond a question, were any improvement either in the money market or politics to occur, a smart rally in prices would be the immediate result.

Putting aside the chapter of accidents, it must be admitted that the present is a most tempting opportunity for the capitalist to invest. There are some good English Dividend-paying Mines, which will pay the purchaser 20 per cent. per annum on the outlay, perfectly free from debt, which divide their profits every two or three months; and other very promising mines, rapidly progressing to a dividend-paying state, under management of tried experience and known respectability, which are well worthy the attention of capitalists. It should be borne in mind that many securities are as extravagantly above as others are unreasonably below their *bona fide* value, and some are intrinsically worthless.

To select such investments as are the most eligible and free from risk, certain data are requisite, to which few have access, which unaided attention alone can furnish, and which those only of considerable practical experience can correctly estimate.

Every information afforded to capitalists desirous of investing capital or exchanging their securities; and sales and purchases effected upon the best possible terms. JAMES STEVENS TRIPP & CO., 33, Clement's-lane, Lombard-st. Established 1839.

MINING AND SHARE OFFICES, ST. MICHAEL'S CHAMBERS,

ST. MICHAEL'S ALLEY, No. 42, CORNHILL, LONDON.—Mr. ROBERT TRIPP has for SALE SHARES in the BEST DIVIDEND MINES, which are paying to purchasers 15 to 30 per cent. per annum; and also in legitimate PROGRESSIVE MINES, under first-rate management, about to pay dividends. THE GOLD, MINING, RAILWAY, WATER, INSURANCE SHARES, &c., DEALT IN, at the closest market prices of the day.—Loans negotiated on dividend-paying stocks, and other rents, to any amount.

MR. H. GOULD SHARP, HALL OF COMMERCE, LONDON,

has SHARES FOR SALE in the following MINES:—

Dinas Great Copper, 6s. 6d.	East Bosora, 5s. 3d.	North Caradon, 12s.
Devon & Court, 21s. 6d.	East-work & Wh. Virtue, 16s.	Perran Silver-lead, 15s.
Dev. Buller Gt. Cons., 8s. 6d.	Great Polgoth, £1 1/2.	Parkwyn & Carwell, 15s.
East Wheal Vor, 10s.	Gawton United, 27s.	South Crenver, 8s.
East Gurnea, £1 4s.	Hemdon Consols, 16s. 6d.	Trevellyn Consols, 12s.
East Tamar, £1 6s.	Mount Alexander, 5s. 6d.	Wheal Wrey, £1 1/2.

P.S. Mr. H. G. SHARP is in a position to BUY and SELL every description of STOCKS and SHARES at the closest prices of the day. All instructions will be punctually attended to.

MR. JAMES FOX, NEW CITY CHAMBERS, 121, BISHOPS,

GATE STREET WITHIN, has BUSINESS in the following MINE SHARES:—Alfred Consols, Tamar Consols, Wheal Uny, Trevellyn Consols, Great Wheal Baddern, Whitford, Mostyn, &c. English and Foreign Securities of every description bought and sold. Orders by post promptly attended to; and every information on the state of the money market furnished on application.

MR. JOSEPH JAMES REYNOLDS, STOCK & SHAREBROKER,

21, THREADENEE STREET.

Mr. REYNOLDS has BUSINESS TO TRANSACT in the following MINES:—

Agus Fria	East Wheal Russell	Penllyn Min. Co.	Wellington
Alfred Consols	Eggar Lee	Penllyn Court	West Abraham
Anglo-Californian	Emmery Eliza	Penllyn Consols	West Alfred Consols
Asa and Craiglog	Four Dargue (Cum.)	Perran (silver-lead)	West Basset
Balmoon & Beacon	Garreg	Perran St. George	West Caradon
Bedford United	Gawton United	Phoenix Great Cons.	West Crinias
Bell and Lannarth	Gonamena	Poltimore	West Damsel
Bieton Consols	Grannibler & St. Aubyn	Port Phil. & Col. Gold	West Darlington
Black Craig	Great Beam	Prince Alfred	West Ding Dong
Bodmin Consols	Great Bryn Consols	Quintrell Downs	West Stray Park
Boringdon Consols	Great Crinias	Raleigh & Rix Hill	W. Phoenix (free sh.)
Boscawell Downs	Gr. Nugget Vein Co.	Red Dragon	West Providence
Boscan	Great Phoenix Cons.	Rix Hill	West Russell
Botallack	Great Sheba Consols	Round Hill (Salop)	West Seton
Bottle Hill	Great Work	Sidney Godolphin	West Sharp Tor
Brewer	Great Wheal Alfred	Silver Valley	West Trelawny
Brifford Consols	Great Wh. Baddern	Sourton Consols	West Trevellyn
Britannia Gold & Cop.	Great Wheal Fortune	South Caradon	West Wheal Alfred
Bromford Consols	Great Wheal Vor	South Carn Brea	West Wheal Frances
Burra Burra (Austr.)	Gwallon	South Crenver	West Wheal Russell
Callington	Halamann	South Franches	West Wh. Treasury
Calstock Consols	Herdosford	South of Scotland	Weston
Caradon Wood	Irish Cons. Mining Co.	South Tamar	Wheal Augusta
Carm Brea	Kennegry	South Tolgus	Wheal Brewer
Carsons Creek	Kilbricken	South Towry	Wheal Cliffe
Carvannell	Leeds and St. Aubyn	South-West Phoenix	Wheal Golden
Cassidy Consols	Leeds Consols	South Wheal Basset	Wheal Catherine
Cathcart	Leant Consols	South Wheal Low	Wheal Catherine
Clive (1st Colonial)	Leant Consols	South Wheal Russell	Wheal Clifford
Combarnett Consols	Lewis	Spearne Consols	Wheal Cliffe
Comford	Linares	St. Aubyn & Grylls	Wheal Gills
Condurrow	Little Duke	St. Day United	Wheal Golden
Couiston United	Marke Valley	St. Ives Consols	Wheal Hellen (Breach)
Cook's Kitchen	Mary Ann	Stoke Climsland Con.	Wheal Hellen (Wendron)
Crookshank	Merilyn Hill	Stray Park	Wheal Fanny
Crookshank Moor	Merilyn Hill	Wheal Fanny	Wheal Fanny
Crane and Bewja	Mill Pool	Tamar Consols	Wheal Fort. (Breach)
Crow Hill (Cubert)	Mixon	Tavy Consols	Wheal Jane
Cwm Darren	Molland	Tees Side	Wheal Kitty
Cwm Erfin	Mostyn	Terthrey	Wheal Lemon
Dalhew & Darren	Nasegollan	Thomas's United	Wheal Lovel
Devon Burra	Nant-y-Car (slate)	Tinorot	Wheal Plenty
Devon Cons. North	Nant-y-Car	Trebell Consols	Wheal Procter
Devon Cons. South	Neptune	Trefusis & Trevellyn	Wheal Reeth
Devon Kapunda	North Basset	Trefusis & Trevellyn	Wheal Robin
Devon United	North Buller	Trelawny	Wheal Samson
Dolcoath	North Caradon	Trevellyn	Wheal Seton
Duke of Cornwall	North Cornwall	Trevellyn	Wheal Squire
Dyffryn	North Damsel	Trevellyn	Wheal Surprise
East Alfred Consols	North Frances	Trevellyn	Wheal Trelawny
East Basset	North Levant	Trevellyn	Wheal Trelawny
East Black Craig	North Pool	Trevellyn	Wheal Trelawny
East Wheal Croft	North Rosebar	Trevellyn	Wheal Trelawny
East Darwen	North Wh. Trelawny	Trevellyn	Wheal Trelawny
East Halamann	Nouveau Monde	Trevellyn	Wheal Trelawny
East Margaret	Okel Tor	Trevellyn	Wheal Trelawny
East Pool	Old Wheal Basset	Trevellyn	Wheal Trelawny
East Russell	Orsed	Trevellyn	Wheal Trelawny
East Seton & Maude	Par Consols	Trevellyn	Wheal Trelawny
East Tamar	Parkwyn & Carwell	Trevellyn	Wheal Trelawny
East Tolgus	Perran & E. Crinias	Trevellyn	Wheal Trelawny
East Wheal Buller	Perran & St. Aubyn	Trevellyn	Wheal Trelawny
East Wheal Reeth	Perran Consols	Trevellyn	Wheal Trelawny
East Wheal Rose	Perran Consols	Trevellyn	Wheal Trelawny

And SHARES FOR SALE in the West Cornwall Railway.

The present period offers to capitalists an opportunity which rarely occurs for PURCHASING IN DIVIDEND-PAYING MINES, as well as in PROGRESSIVE MINES, the former paying dividends not less than 15 per cent., and the latter by a considerable increase of profit on the improved value of the property. Mr. J. J. REYNOLDS is at all times in a position to FURNISH the most ACCURATE INFORMATION for the guidance of capitalists, and to effect PURCHASES or SALES on stock of every description, upon the best possible terms, on the usual commission.

Mines inspected by agents of experience and high respectability in any part of the kingdom within the shortest notice.—Oct. 21, 1853.

GOLD, MINING, RAILWAY SHARES, &c.—

MESSRS. KENWORTHY AND CO. TRANSACT BUSINESS in ALL DESCRIPTIONS of STOCKS at the CLOSEST PRICES of the day; and ADVISE (CONFIDENTIALLY) with parties as to the best means of employing spare capital, either for speculation or permanent investment, whereby CERTAIN RETURNS are assured. Country interrogations promptly replied to.—Address, or apply, Kenworthy and Co., 37, Old Broad-street, City.

GEORGE MOORE, MINING BROKER, 32, NICHOLAS LANE

LOMBARD STREET, has for SALE the following SHARES:—

Boringdon, £14 1/2.	Dhurude Copper, 18s.	Perran Wh. Alfred, 15s. 6d.
Brondford, 10s.	East Wheal Reeth, 10s.	Roy. Hibernian (125th sh.), £55.
Combarnett, 4s.	East Wheal Vor, £1 1s.	Stoke Climsland West, 2s.
Caradon Wood, 2s. 6d.	Exmoor Eliza, £1 1s.	West Hotham, 1s. 6d.
Cwm Darren, £3.	Exmoor Eliza, £1 1s.	Wheal Zion, £2 1/2.
Devon and Court, £1 1s.	Exmoor Eliza, £1 1s.	Wheal Zion, £2 1/2.
Duke of Cornwall, Bodmin, £1 1/2.	Exmoor Eliza, £1 1s.	Wheal Zion, £2 1/2.
	Exmoor Eliza, £1 1s.	Wheal Zion, £2 1/2.

Every description of mining property, purchased or sold on commission.

INVESTMENT FOR CAPITAL.—MESSRS. POWELL AND COOKE,

MINING AGENTS, No. 1, CROWN COURT, THREADENEE STREET, LONDON, beg to direct the attention of capitalists to the present almost UNPRECEDENTED OPPORTUNITY for INVESTMENT OF CAPITAL in DIVIDEND MINES, paying regularly from 12 1/2 to 20 per cent. per annum; also, in legitimate PROGRESSIVE MINES, many of which, from their present prospects and prices, offer an opportunity scarcely approaching to speculation.

Mining property, whether dividend or progressive, if judiciously selected, seldom fails to become remunerative; and Messrs. Powell and Cooke will feel much pleasure in assisting parties to such selection, feeling convinced of giving satisfaction to those with whose confidence they may be entrusted.

Bankers—Commercial Bank of London, Lothbury.

BRITISH AND FOREIGN FUNDS, RAILWAY, AND MINING

SHARES BOUGHT OR SOLD FOR LONG OR SHORT PERIODS.—Authentic records and statistics, showing the *status* and prospects of these securities, together with the leading features and ingredients of the money market, which for a time affect their value, are correctly compiled for the use of principals, the undersigned making it his care so to analyse the official accounts, and to collect such facts as will aid capitalists in forming a correct judgment in their investments, and materially guide them in their speculations.

MINING SHARES are greatly depressed, not only by the causes affecting other securities, but also by the numerous new adventures which have deluged the market, and been followed up with frequent calls, obliging holders of *bona fide* and intrinsically valuable mines to sell their shares; but these circumstances afford most favourable opportunities for making very advantageous investments in the latter kind, correct information of which can be obtained on application to E. H. TRIPP, Castle-court Chambers, Birchin-lane.

MR. E. H. TRIPP is prepared to DEAL in the following, at the

CURRENT MARKET PRICES, viz.:—
Alfred Consols, Condurrow, New So. Wales Coal Union Tin
Botallack, Linares, Sany-Car, West Basset
Bedford United, New So. Wales Gold Point, More Trevellyn, Wheal Golden
Castle-court Chambers, Birchin-lane.

COBALT AND NICKEL.—ALFRED SENIOR MERRY,

REFINER AND PURCHASER OF COBALT AND NICKEL ORES, &c., ASSAYER IN GENERAL.—Address, LEE CRESCENT, BIRMINGHAM.

NICKEL AND COBALT REFINING, AND GERMAN SILVER

WORKS, MILL STREET, BROAD STREET, BIRMINGHAM.—STEPHEN BARKER begs to inform the Trade that he has the following articles for sale:—REFINED METALLIC NICKEL, OXIDE OF COBALT, WIRE, &c. REFINED METALLIC BISMUTH, GERMAN SILVER—IN INGOTS, SHEET, NICKEL AND COBALT ORES PURCHASED.

MR. THOMAS EDINGTON (late Senior Partner of the Phoenix

WHEAL EDWARD MINING COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—You will have the goodness to permit me, through the same medium, to correct an error that occurred in your last impression, under signature of Joseph Hodge. Whilst I impute no positive malice, or intended falsity, on the part of Capt. Hodge, in fathering on me an offspring of his own imagination, or some crude idea of some of his friends, yet I cannot but feel that my name is impudently associated with matters which I could heartily wish had no existence. In justice to the truth, I emphatically deny having in the least intimated that my visit to Edward, on the 10th inst., was an embassy from Capt. T. Carpenter. Captain Hodge should remember that no hard words took place between his colleague and myself, but that our entire interview breathed the friendly spirit. To the credit of Captain J. Carpenter, I assert that his conduct was most courteous and becoming throughout, and I am gratified that the effect of my persuasion was to mitigate and soften the terrible and blighting tenor of his MS. letter. On the morning of the 10th inst., I first read the report signed T. Carpenter, in your Journal of the 8th. Before I presumed to write a dozen lines I detected the unmistakable lineaments of my respected successor to office. My first impression was of disgust at the effrontery of the deceiver, and surprise at the dupery of the victim. Although acquainted with many of the leading features of Wheal Edward, yet I confess the aspect of this mine was no changed by the pencil of its late pursuer, but that for the heading I should not have identified it. I considered the canny and too suspicious to be allowed to proceed. Having occasion to be in the neighbourhood of Wheal Arthur, I called (as is my habit) on the agents, to learn the prospects, &c. Capt. T. Carpenter was not solicited to divulge his secrets to me; the charge was made pointedly and the truth admitted, and so far my suspicions were confirmed. Capt. T. Carpenter was very kind in explaining the positions and bearings of the two lodes in question,—i.e., the old lode and the north lode (the productive one). The backs of both lodes were shown, and their declinations at the various levels in which they have been cut. According to the showing of Capt. Thomas Carpenter, the old lode, unproductive at Wheal Arthur, bears a direct course towards Wheal Edward's engine-shaft, and is therefore presumed by him to be identical with the lode in the 30 at the latter mine; this assertion is contradicted by Capt. J. Carpenter, who alleges that Wheal Arthur north lode is being operated upon at Wheal Edward in their present cross-cut, and who also states that this change from its direct course, which should have been about 50 fms. north of the Edward engine-shaft, is produced by a curve, or twist, in the lode, caused probably by the intersection of a large cross-course, which is known to traverse the boundary or division of the two sets. From an inspection of the produce of the lode in the 30 at Wheal Edward, one is led to hope that Capt. J. Carpenter and Hodge may after all be wrong in their predictions, for if it should be the old lode and not the north lode, why the old lode remains as yet an undeveloped source of wealth to the company; for be it observed, the rich character of this lode is enhanced as the levels proceed west towards the boundary of Wheal Edward. It is evident, then, that the maligner has overshoot his mark in endeavouring to demolish the faith of the constituency. The unmanly attempt is denounced by every candid tongue, and *malice prepense* is written in indelible characters on the slanderer's brow. Time, the great revealer of facts, will, I predict, unfold truths relative to these mines, as opposite in their tendency they will be surprising in their results. Let the shareholders of Edward, then, beware how they listen to reports of parties, false and vindictive in their bearing towards the agents, ruinous in their consequences to the proprietary. All candid and honest men, of mining experience and practical resources of knowledge, are unanimous in their verdict as to the worth of Wheal Edward—they pronounce her good.

Gellings Park, Calstock, Oct. 19, 1853.

H. C. VIVIAN.

WHEAL EDWARD.

SIR,—As the authorship of the report on this mine, dated 3d of October, bearing my name, has been questioned, I beg leave to state that I was the author, and fully impressed with the truth of what I had written.

THOS. CARPENTER, Manager of Wheal Arthur.

WHEAL EDWARD.

SIR,—In a report, signed by Capt. Thomas Carpenter, on Wheal Edward, in your Journal of the 8th inst., I see he has included the steam-engine in that sweeping statement of his, or rather, of that worthy young man's, the late discharged pursuer. Knowing Capt. Thos. Carpenter's ignorance of engineering, and feeling assured that he was drawing in signing this report by some interested parties, without being aware of the uses to be made of it, or understanding the meaning of the language in which it was written, so different from his manner of expressing himself, I did not at first intend to trouble you with any remarks on the subject, but I think it is due to the shareholders of this promising young mine (as their engineer) that I should deny these assertions and insinuations with as much publicity as this party has taken so much trouble to do with this revengful report, well knowing the late pursuer has sipped no paths since his dismissal to injure this adventure in the estimation of the public. To prove that the engine is an efficient one, I will give you the amount of work it is doing and the quantity of coal used. The engine does about two strokes per minute, and is working a 10-in. 30 fms. plunger and a 9-in. 9 fms. drawing-lift, and is consuming about 5 cwt. of coal in 24 hours. This, I think, is clear proof that the engine is not so badly constructed or so much damaged as to prevent the mine being effectively developed; for whatever Capt. Thos. Carpenter may assert, it is very generally credited in this neighbourhood that economy of fuel is a very good test of an engine's efficiency. The great damage that the engine has sustained I suppose must refer to a crack in the flange of the cylinder, which is about 8 in. long at the edge of the flange, going towards the body as far as the back of one of the bolts, and pronounced by Mr. West, engineer, to be of no detriment whatever to the working of the engine. I am prepared to prove that the engine is properly and well made and erected, and will do its work as well and as economical, and do as good a duty, as any engine of its size working under similar conditions in Cornwall or Devon. The small quantity of water in Wheal Arthur and in this mine is quite sufficient to prove that this engine is of ample power to develop the mine, and sufficiently large to put it to a greater depth than Wheal Arthur, supposing the Wheal Arthur adit does not drain some portion of it when the cross-course is reached.

Taristock, Oct. 19.

WILLIAM MATTHEWS.

WHEAL EDWARD.

SIR,—In consequence of the obscure and incoherent manner and the bad grammar in which they are written, it is almost impossible to understand, even with a great effort of the imagination, the meaning of any of the writers whose names appear in the advertisement published in your last Journal, relative to this company. However, from this, it appears to me, that the parties have a very peculiar method of arguing. They have their "established facts," their "principles," "characters," "their duties," and talk much about them, like most people who are found to do wrong; but their peculiarity consists in this, that, instead of dealing straightforwardly and immediately with the complaint made against them, they shrink from the logical application of their "principles" to their own conduct, and endeavour to deduce conclusions favourable to themselves, from distorted views of the circumstances of the case, and to twist the facts to suit their own purpose. If their conduct is correct, they have but to deny and demolish the statements made against them. The fact is, however, that the report of Capt. Thomas Carpenter is unanswerable, because it is in every word true; and herein lies its power and its sting. As to the motives, of which Mr. Fuller boasts of having such intimate knowledge, does he not know that all motives may be referred to self-interest, and that in this way his conduct would prove rather equivocal, if he supposes those who give the most propitious accounts, at the sacrifice of truth, of a property in which he holds a large interest? Self-interest did, no doubt, dictate the inspection of the mine by Capt. Thos. Carpenter, but it is that manifestation of selfishness which seeks profit and advantage, even in a "small interest," and in the judicious and honest management of the property, as opposed to false and flaming reports of fictitious discoveries and improvements, to promote the sale of "a large interest." I presume, too, that the observations of the "Arthur lode underlying into Wheal Edward, both in size, quality," and "the early return of capital," may also, with some semblance of truth, be referred to the motive of self-interest. As to the respective merits of the two mining capitalists, Mr. Fuller, either from his career or position, to be in any respect a competent authority.

It might be thought, that the untruthful and illiterate letters of Jos. Hodge, dated the 10th and 11th inst., contain statements so ludicrously absurd, and assertions so manifestly untrue, as to carry their own refutation with them, and that time is wasted in visiting them with any more particular exposure: they arise, in fact, out of nothing but the false position of the writer himself. Captain Hodge stands, unfortunately, committed to the assertion of Captain James Carpenter and his partners in London, that the engine sunk to take the Wheal Arthur north lode, and when compelled to answer publicly on this point, he has no escape but to re-assert his assertion, although in an equivocal manner, and against the evidence of facts themselves. Hence the confusion he makes about the "old lode," "cross-cutting to the north lode," the "ifs," and the "insinuations."

He certainly makes a very ingenious parade of the asserted circumstances attending the writing of Captain Thomas Carpenter's report. The statement, however, is false, and must have been conceived by the spirit of a bespoken-keeper. Mr. Sims, in his indiscriminate eagerness to accommodate his friends, seriously compromises them; for his statement concerning Wheal Arthur is in direct contradiction to that made by Mr. Fuller (based upon the report of Capt. James Carpenter), at a general meeting of the Wheal Edward shareholders, held 23d Sept. last, to the effect that there was £30,000 worth of ore discovered above the 35 fms. level on the Wheal Arthur north lode. Subsequently to this statement, only 288 tons have been raised and sampled. I do not say that their statement made at the meeting is true or false, but it certainly demolishes the story of Mr. Sims or Capt. James Carpenter; and it is for this purpose, and not because I attach any importance to the statement of either party, that I adduce the circumstance.

The first observations that I have to make on the letters of Capt. James Carpenter are, that they are egotistical and conceited. They are, too, very offensive in their style and phraseology. Without attempting to disprove the facts and arguments set forth in the clear and lucid report of Capt. Thomas Carpenter, he contents himself with a general and vague assertion, that "the works under his management are improving; that he is doing everything for the best." He is guilty of an impertinence in mentioning disingenuously one of his employers, and indulges in some wild speculations on the subject of motives. All this he considers pertinent and proper; but to notice the report—to deal with the clear and intelligent statement thereof, would be, according to his peculiar method of arguing, "superfluous." To be rude to his superiors in talent and position, and to abuse them in violent language and bad grammar, is correct and judicious, in his judgment; but to answer facts would be "superfluous."

The only tangible part of his communication is that relating to the laying out of the engine-shaft, at which his eyes, Capt. Thos. Carpenter and "his clerk," were present. Now, the fact is, that Mr. William Watson (not Capt. Carpenter's clerk, but one of the principal proprietors of the mine) was present, together with Thos. Carpenter; but unfortunately for that which would have proved the only point in Capt. J. Carpenter's rigmorale, had it been true, they did not coincide in placing the shaft where it is. They did throw in their "mite" of advice and reasoning to prevent the commission of a lamentable error, but, with the consummate conceit of ignorance, their advice and caution was disregarded by Capt. J. Carpenter. At this point, however, the writer plainly loses himself, and tacitly admits the main point of his brother's letter. He then institutes a comparison between himself, his brother, and others. The test of merit lies in results, and viewed through this medium, what are the respective merits of the parties concerned? What mines of importance or profit has Capt. J. Carpenter promoted? Taking all the mines of which he is the so-called manager, what quantity of ore do they produce? I am not acquainted with any circumstances which would afford a satisfactory answer to these questions; but I do know, and the fact is patent, that Captain Thos. Carpenter is the valued manager of one profitable and important mine; that through great difficulty he has brought that property to its present position; that his whole heart and energies are devoted to the management thereof; that morning, noon, and night he is to be found on the mine; that every agent who has visited it pronounces every department as being perfectly managed; that the proprietors (a most wealthy and respectable body of men) enter-

tain the highest estimation of his ability and industry, and believe that he is a sterling and truthful man; and I know that he is plain and simple in his manners, and uniform and consistent in the performance of his duty. The way in which Mr. William Watson has been mentioned and threatened, is regarded by conscious apprehension as a failure in argument and a puerile exhibition of malice. He is, however, so far above the persons who take the liberty of using his name in talent and position, that it is impossible for anything that they can say to reach or affect him. The force of respectability alone is so overwhelmingly in his favour, when the position of the parties is considered, as to render positively absurd the wanton attack that has been made on him in the Wheal Edward advertisement. As to knowledge of mining, I (and I know that my opinion is entertained by many whose good opinion it is an advantage to enjoy) would much prefer the opinion of Capt. Thomas Carpenter and Mr. William Watson, to those who have attempted to asperse them. I am, Sir, your obedient servant.

A LARGE SHAREHOLDER IN THE WHEAL ARTHUR AND WHEAL EDWARD MINES.

London, Oct. 17, 1853.

WHEAL FORTUNE (SOUTH TAWTON) MINING COMPANY.

—Notice is hereby given that a SPECIAL MEETING of the shareholders of this company, called in pursuance of a requisition signed by shareholders holding upwards of 200 shares, will be HELD at the offices of the company, No. 1, Cushman-court, Old Broad-street, London, on Tuesday, the 15th day of November next, at One o'clock precisely, to consider and decide upon the following questions:—

That the fifth rule of the company, requiring fourteen days' notice to be given for any general or special meeting of the shareholders, be altered to seven days.

That the whole of the seventh rule of the company be rescinded.

That in consequence of it having been deemed advisable to reconsider the two following resolutions of the general meeting of shareholders of the 5th, and confirmed by special adjournment to, and held on, the 20th of July last, the decision of the shareholders be again taken thereon.

"That the shares of this company be, and are hereby, reduced in number to 4000, and that in future the mine be divided into 4000, instead of 3000, shares or parts."

"That a call of 2s. 6d. per share be, and is hereby, made upon each of the 4000 shares, now constituting the whole of the mine, and that the same be paid on or before the 21st July inst."

That should the above two resolutions be confirmed at the special meeting, all shares upon which the call of 2s. 6d. per share remaining then unpaid, be declared forfeited, and that the necessary measures required by the Statutes be immediately taken to confirm the legal forfeiture, and dispose of the shares as the court may direct.

That in the event of the above two resolutions being again confirmed, it will then be proposed to add the following as a new rule of the company:—

That the shareholders assembled at any special general meeting shall have full power and authority to alter the number of shares or parts into which the company is divided, by either increasing or diminishing the same, and shall have power to make a call upon each of the shares of the company, sufficient to discharge the whole of the liabilities of the mine.

That a committee of management and two trustees be elected, to act until the next bi-monthly meeting.

OSMUND LEWIS, Chairman.

1, Cushman-court, Old Broad-street, Oct. 21, 1853.

THE LONSDALE COPPER AND SILVER-LEAD MINING COMPANY, ENNERDALE, CUMBERLAND.

Divided into 2100 shares, issued in Certificates to Bearer at £5 each, all paid up.

No further call to be made.—No liability whatever.

EDWARD WILLIAMS, Esq., Honeycombe House, Calstock, near Tavistock.

FRANCIS CODD, Esq., merchant, 2, Morrice-square, Devonport.

Mr. THOMAS KNIGHT, mining engineer, Calstock, Cornwall.

Mr. WILLIAM CURSON, mine agent (for Messrs. Williams, Scortier House, Truro), Calstock, Cornwall.

Mr. JOHN SIMS, Slimeford, Calstock, Cornwall (mine agent more than 20 years with Messrs. Williams, Scortier House, Truro).

(With power to add to their number.)

BANKERS—Messrs. Head and Co., Whitehaven; Messrs. Masterman, Peters, and Co., London; Devon and Cornwall Bank, Tavistock and Devonport.

SOLICITORS—Messrs. W. and I. Lumb, Whitehaven.

MANAGER—Mr. John Sims. | RESIDENT AGENT—Capt. John Oxnam.

OFFICES.—SLIMEFORD, CALSTOCK, CORNWALL.

This property comprises the waste lands within the Manor and Forest of Ennerdale, near Whitehaven, Cumberland; being in area upwards of 30 square miles; granted by the Right Hon. the Earl of Lonsdale, for a term of 21 years, at 1-15th royalty. The property is surrounded by well-known and proved good mines of copper, silver-lead, and black lead, or plumbago. The facility for working is almost unparalleled in the annals of mining. No other machinery will be required than a water-wheel for crushing and stamping the ore, which will be brought to the dressing-floors by tramways, through the mountain, as shown in the plan. Reports from some of the best men in the mining world will show the value of this extensive property. The present proprietors having discovered and laid open some valuable lodes, parties are invited to inspect for themselves. The mines being situated amidst the bold and magnificent mountain scenery of West Cumberland, and near the beautiful Lake of Ennerdale (within the bounds of this royalty), offers an opportunity for a delightful pleasure excursion, with an inspection of these mines.

Particulars of the property, and of the terms of the lease, may be obtained on application to the proprietors, or to the public 1400 shares, at £5 each, to form a working capital of £7000, being double the estimated sum required; thereby making sure that no further call will be made, or liability incurred by the shareholders. It can readily be seen that an immense quantity of ore will be returned before one-half the capital is expended, thus making the exploring self-supporting; for, in fact, a return may be made immediately the dressing-floors and road are formed, and the water-wheel, crushers, and stamps are put up. One of the lodes already discovered will now produce 5 tons of good copper ore per week.

Application for prospectuses and shares may be made to W. and I. Lumb, solicitors, Whitehaven; Messrs. Head and Co., Carlisle; Messrs. Thomas F. Dickinson and Co., 24, Dean-street, Newcastle-upon-Tyne; Messrs. T. W. Flint and Co., Hull; Messrs. Henwood and Co., Leeds; Messrs. Harrison and Brereton, 32, Castle-street, Liverpool; Messrs. Croker Brothers, Plymouth; Peter Watson, Esq., 3, Old Broad-street, London; and Mr. John Sims, Slimeford, Calstock, Tavistock.

LONDON AND COUNTY JOINT-STOCK HOTEL COMPANY.

(Provisionally Registered, 7th and 8th Vic. cap. 110.)

Capital £1,000,000, in 200,000 shares of £5 each.

OFFICES.—No. 6, JOHN STREET, ADELPHI.

Public attention having recently been directed by the press to the removal of an abuse in our social system, almost amounting to a national reproach, the promoters of the London and County Joint Stock Hotel Company, feel that it would be superfluous to enter into lengthened arguments in favour of any measure having such a tendency, they therefore, without further preface, beg to invite the attention of all parties interested in hotel management and charges to the following arrangements, which they have contemplated—viz., to establish one or more hotels, bearing the name of this association, upon a first-rate scale in London, with branches in the principal towns of the United Kingdom, offering accommodation for travellers of every grade, with a uniform and liberal published tariff,—combining the Continental and American system of Tables d'Hôte and public rooms with the comforts of an English hotel,—abolishing in every form, the objectionable practice of a charge for attendance, modifying the present charges for apartments, lights, &c., and through the medium of the Electric Telegraph, maintaining a direct communication between the company's various establishments.

The promoters feel assured that the full development of these arrangements will tend at once to dispel the existing feeling of doubt and dissatisfaction experienced by those who are now placed at the mercy of proprietors of hotels, and that such establishments as this company contemplate, will offer unusual inducements for habitual resort. They would further point out to the investing capitalist, that the mode of raising the capital of the company in small shares, will create a diffusiveness of interest, that must, of itself, ensure ultimate success, and thereby ample dividends to the shareholders.

Prospectuses, explaining more fully the views and intentions of the association, are now published; and the secretary will be in attendance daily, from Ten to Four, at the company's offices, 6, John-street, Adelphi, where all communications and applications for shares are requested to be addressed.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

DEPARTURES OUTWARDS.

INDIA AND CHINA, VIA EGYPT.—For Aden, Ceylon, Madras, Calcutta, Penang, Singapore, and Hong Kong, on the 4th and 20th of every month from Southampton; and on the 10th and 26th from Marseilles.

AUSTRALIA VIA SINGAPORE.—For Adelaide, Port Philip, and Sydney (touching at Batavia), on the 4th November, and 4th of every alternate month thereafter from Southampton, and on the 10th November, and 10th of every alternate month thereafter from Marseilles.

MALTA AND EGYPT.—On the 4th and 20th of every month from Southampton; and on the 10th and 26th from Marseilles.

MALTA AND CONSTANTINOPLE.—On the 27th of every month from Southampton.

SPAIN AND PORTUGAL.—For Vigo, Oporto, Lisbon, Cadiz, and Gibraltar, from Southampton, on the 7th, 17th, and 27th of every month.

CALCUTTA AND CHINA.—Vessels of the Company ply occasionally (generally once a month) between Calcutta, Penang, Singapore, Hong Kong, and Shanghai.

For further information, and tariffs of the Company's rates of passage—money and freight, for plans of the vessels, and to secure passages, &c., apply at the Company's offices, 123, Leadenhall-street, London; and Oriental-place, Southampton.

GALVANIZED IRON ROOFS, AND WIRE STRAND FENCING.

MR. HENRY J. MORTON, GALVANIZED AND CORRUGATED IRON ROOFING WORKS, NO. 93, ALBION STREET, LEEDS, THE ORIGINAL MANUFACTURER OF THE PATENT STRAND FENCING, formed of twisted wires, for parks, pleasure grounds, railways, inclosures, &c. Upwards of 600 miles have been fixed in this country, and it is considered to be the most efficient fence in use. Price from 1s. 4d. to 2s. 6d. per rod, according to the kind of fence.

IRON RUDLES, GATES, & solid WIRE FENCING, manufactured at low prices.

GALVANIZED GAME NETTING, very strong and neat, and NEVER REQUIRING PAINTING, 2 ft. wide, and 2 in. mesh, 7d., 9d., and 1s. 0d. per yard.

GALVANIZED IRON GUTTERS, never want painting, 9d., 1s., & 1s. 4d. per yd.

GALVANIZED IRON ROOFING, for farm buildings, mills, sheds, &c.

ASPHALTED ROOFING FELTS, 1d. per square foot.

GALVANIZED SIGNAL CORD, formed as a twisted cord or rope, for mines, from 15s. per 100 yards.

For prices, drawings, and estimates, apply at the manufactory, 93, Albion-street, Leeds. Sole Agent for the Fire Annihilator Machines, and Kuper's Improved Patent Wire Ropes.

ASSAYING.—CITY SCHOOL OF CHEMISTRY AND ASSAY OFFICE, DUNNING'S ALLEY, BISHOPSGATE STREET WITHOUT.

Conducted by JOHN MITCHELL, F.C.S., Author of Manual of Practical Assaying, Manual of Agricultural Analysis, Treatise on the Adulteration of Food, Metallurgical Papers, &c. ASSAYS AND ANALYSES OF MINERALS, METALS, and every manufacturing product.

SPECIAL INSTRUCTION IN ASSAYING AND CHEMISTRY for gentlemen intending to proceed to the colonies.

All enquiries respecting scale of fees, &c., to be addressed as above.

MR. G. F. MUNTZ'S (JUN.) PATENT SOLID BRASS TUBES.

11½d. per lb., delivered in any part of the United Kingdom.—In introducing these tubes to the notice of engineers and the public, the patentee respectfully directs attention to some of the advantages they possess over those previously in use:—1st. Economy in the first cost.—2d. Greater durability, being made of a mixture of metal hard in its own nature, and not mechanically hardened, as ordinary brass tubes are, which renders them liable to split or burst when subjected to the expansion and contraction caused by the heating and cooling of the boiler.—3d. Equality of hardness throughout, the metal being sufficiently tough to bear expansion, when fixing in the boilers, without softening the ends, which is necessary in fixing the brass tubes previously in use, and which causes the softened parts to wear more.—4th. They are less liable to corrode than any mixture of brass which can be manufactured into tubes by the process previously employed.

G. F. Muntz Patent Metal Company, French Walls, Birmingham, sole manufacturers.—Agents for London: Charles Moss and Co., 23, Fenchurch-street; Young, Downson, and Co., Limehouse.—Bristol: E. Drew, Clifton Park.—Liverpool: C. Moss and Co., Redcross-street.

PATENT SAFETY FUSE.—THE GREAT EXHIBITION PRIZE.

MEDAL WAS AWARDED TO THE MANUFACTURERS OF THE ORIGINAL SAFETY FUSE, BICKFORD, SMITH, and DAVEY, who beg to inform Merchants, Mine Agents, Railway Contractors, and all persons engaged in Blasting Operations, that, for the purpose of protecting the public in the use of a genuine article, the PATENT SAFETY FUSE has now a thread wrought into its centre, which, being patent right, infallibly distinguishes it from all imitations, and ensures the continuity of the compound.

This Fuse is protected by a Second Patent, is manufactured by greatly improved machinery, and may be had of any length and size, and adapted to every climate.

Address.—BICKFORD, SMITH, and DAVEY, Tuckingmill, Cornwall.

SAFETY FUSE.—Messrs. WILLIAM BRUNTON and CO., PEN-HALLICK, near REDRUTH, CORNWALL, MANUFACTURERS OF FUSE.

of every size and length, as exhibited in the Great Exhibition of 1851, and supplied to the Royal Arsenal at Woolwich, the Arctic Expedition, and every part of the globe.

Messrs. BRUNTON & CO. are at all times PREPARED TO EXECUTE UNLIMITED ORDERS for SUPPLYING FUSE direct from their own MANUFACTORY, upon warrant that it will prove equal to, if not better, than any to be procured elsewhere.

BREWING COPPER FURNACES.

West-street Brewery, Brighton, Oct. 17, 1853.

DEAR SIR,—We herewith enclose you a check for the amount of royalty agreed for your patent applied to our brewing copper; and, at the same time, express our complete satisfaction at the result produced, both as to the saving in fuel, and the consumption of smoke; and remain, dear Sir, yours respectfully,

WILLIAM CATT, and CO. (per Henry Catt).

Mr. Lee Stevens, 60, King William-street, City, London.

THE PATENT SMOKELESS FURNACE OFFICES are NOW REMOVED to larger premises, fronting Gracechurch-street and Eastcheap.

This invention continues to be SUCCESSFULLY ADAPTED TO LAND and MARINE BOILERS, COPPERS, PANS, STILLs, &c.

Information respecting LICENSES TO MANUFACTURE OR USE the PATENT SMOKELESS FURNACES is given by Mr. JOHN LEE STEVENS, the patentee, at the offices, No. 60, King William-street, and No. 1, Fish-street-hill, City, London; where testimonials, &c., may be obtained, and references to firms in London and elsewhere.

FRANCIS MORTON and CO., James-street, Liverpool, and No. 18, St. Mary's Gate, Manchester; and Messrs. H. J. MORTON and CO., 93, Albion-street, Leeds.

THE CHEAPEST AND MOST POWERFUL QUARTZ CRUSHER.

yet invented is BAGGS'S STEAM STAMP, protected by a double patent. The engine is small 4-horse engine will crush 30 tons of quartz or ore in 12 hours. The engine is complete in itself, and needs no separate steam-engine, or other motive power, to keep it in action.—To be seen every day at 92, Bishops-road.

These stamping-engines are capable of CRUSHING BLOCKS A FOOT SQUARE.

EXTRACTION OF GOLD AND SILVER FROM THEIR ORES.

THE NEW RAPID ALGAMATOR (BAGGS'S PATENT) requires ONLY HALF the usual amount of MERCURY, and effects an enormous SAVING OF TIME in the process of AMALGAMATION. THE NEW MERCURIAL SEPARATOR, secured under the same patent, effects a complete separation of the mercury from the refuse quartz, after the process of amalgamation is complete, in the space of a FEW SECONDS, instead of requiring, as at present, a tedious operation of some two hours.

In these machines, improved mechanical arrangements are aided by the most powerful chemical affinity, and from the principles introduced, it is next to impossible for a particle of gold to escape. The three following companies have already adopted the important improvements.—The Anglo-Californian Gold Mining, the Alliance Californian Gold Mining, and the Anglo-Australian Gold Mining Company.

For terms of license, and other particulars, apply to Mr. Isham Baggs, Mining Journal office, 26, Fleet-street.

THE NEW STEAM STAMPS, FOR CRUSHING GOLD QUARTZ AND METALLIC ORES.—(BAGGS'S PATENT).

These powerful MACHINES are NOW TO BE HAD AT A SHORT NOTICE, and of any number of horse-power, from four to twenty.—All communications should be addressed to Mr. ISHAM BAGGS, at the office of the Mining Journal, 26, Fleet-street.

A 4-horse steam stamp, complete, £130, royalty included, for cash, and other sizes at proportionate rates.

The following Testimonial of the power and efficacy of these engines is from the manager of one of the smelting establishments in South Wales, where steam stamps, of moderate power, under this patent, have been for some time in operation:—

TO ISHAM BAGGS, ESQ., LONDON.

DEAR SIR,—In reply to your letter of inquiry about the action of your Patent Stamping Machine, I beg to say, that I have now had it fully at work for two months; the quantity of coarse metal it will crush with ease is about 20 tons in 10 hours; about two-thirds is crushed fine, the remainder would require fine stamping, and time, to reduce it to the same fineness. The stamps used are of the standard size, and very great; a large lump of the metal (which is very hard) are immediately broken down, when I say large, I mean lumps as big as ordinary paving stones. I am now putting up the second machine which you sent me, and have no doubt it will give (as the first has already done) entire satisfaction. I am quite convinced that the principle is excellent, and far superior to any other mode of crushing.

Spilly Copper Works, Llanelly. I am, yours, &c., ALFRED TRUMAN.

The patent stamps may be used with atmospheric pressure, through the medium of a water-wheel or other prime mover. The application is extremely simple, very powerful, and where a motive-force is ready at hand, the machines cost less than when steam is employed.

NOTICE TO GOLD COMPANIES, AND THE MINING WORLD GENERALLY.—THE NEW STEAM STAMPS.—One of these powerful MACHINES HAS JUST BEEN ERECTED, and is NOW SET TO WORK, at Messrs. MEDWIN and HALL'S, Engineers and Portable Engine Makers, No. 92, BLACKFRIARS ROAD, where it may be seen in operation daily, and its powers subjected to any required test. These stamps, after the most careful inspection, have already been adopted by the following companies:—

THE ENGLISH AND AUSTRALIAN COPPER COMPANY.

THE ANGLO-CALIFORNIAN GOLD MINING COMPANY.

THE ALLIANCE GOLD MINING COMPANY.

THE ANGLO-AUSTRALIAN GOLD MINING COMPANY.

THE MEXICAN AND SOUTH-AMERICAN MINING COMPANY.

Original Correspondence.

CORONERS' INQUESTS.

SIR,—My attention has only just been drawn to an article in your valuable Journal of the 8th inst., that I am sorry to say escaped my previous notice, in which you quote an article from the *Cambrian* paper, and make use of it as a peg to hang out a fierce tirade against coroners' inquests in general, and more especially an inquest held by me, at Aberdare, on the 19th ultimo. Now, permit me to state, that the report in the *Cambrian* paper in question, of the verdict in that case, was totally wrong, and no such verdict was ever given. How the *Cambrian* paper could have fallen into such a gross error, or from what source they obtained their information, I am at a loss to imagine, as I am not aware that there was any reporter from that paper present. I can only account for it by the fact that I held two inquests at the same place, before the same jury, consecutively, and they have applied the verdict in the one case to the inquest in the other. I regret extremely that you should have been so deceived, or that the jurymen at Aberdare should, even for a moment, have been subjected to such an imputation, as they have latterly had some most serious and important cases, involving some of the most fatal explosions in the kingdom, to investigate; and I will most fearlessly assert that no set of men in the kingdom could have performed their difficult and onerous duties in a more patient, careful, and intelligent manner than they have always done. It must, therefore, be mortifying to their feelings, as well as my own, to be subjected to such an unjust rebuke.

With regard to your observations on coroners' inquests in general, I believe you will find that precisely the same remarks would apply equally to all other juries, whether grand, special, or petty, as well as coroners'; and I have no doubt if you were to scan the decisions in each case with the like severity, you would find as many questionable in the one as the other. At all events, the experience I have had fully confirms my impression that such is the fact.

Allow me also to add, that in the censures that are so often passed upon the proceedings at coroners' inquests sufficient allowance is not made for the difficulties under which they labour, but I think you must admit they generally succeed in eliciting the facts most fully and more efficiently than any other system that could be adopted, and it is open to the Crown, or the relatives of the deceased, to proceed either criminally or by civil process upon the facts so obtained, if there are sufficient grounds. I believe you will also find that their decisions in general give more satisfaction to the public at large than any other tribunal.

GEO. OVERTON,
Coroner for Glamorgan.

Merthyr Tydfil, Oct. 17.

COPPER SMELTERS' MONOPOLY.

SIR,—When one hears an individual or party constantly complaining of ill usage from other parties with whom current events have brought them into contact, there is but one of two things to infer—either that the parties complaining have not made any effort to free themselves from the evils complained of, or they are so weak that any effort they could make would be useless. Since your Journal started it has been made the medium of a doleful cry from the miner, "Come and help us." This cry at first may, as it did on the part of the writer, produce sympathy, followed by enquiry and watchfulness over the proceedings of the complainant; but the conclusion come at, and feelings produced, are similar to those one feels when solicited for charity from a strong healthy beggar in good times. If the complaints of the miner are valid, will they condescend to say what they wish the public to do for them, or what prevents them doing something for themselves? Not a few have been attracted by the wailing of the complainants, and came forward in their own way, offering improvements and inventions. The patent list these 10 years verify this willingness on the part of the public. Have the miners ever shown a willingness to meet such aid? No. Has it been otherwise when a new smelting company was started? No. Are they so weak that they can do nothing but complain, or are they playing a double game, the monopoly being the best thing for them? The latter is the conclusion I have come to: if the smelters are making such fortunes at the expense of the poor helpless miner, the miner himself is to blame, as he is in the best possible condition to have the lion's share of these fortunes. If the smelting monopoly is an evil, the miner is the most able to break it up, or even if he choose make a monopoly to himself. All I would say, Mr. Editor, is that if the complaints made about the usage which the smelters give to the miners be true, these public complaints are harmonious music to the smelters, indicating plainly that there are no efforts making or sought after to help themselves. Before the miners repeat more supplications for sympathy they should read and apply the fable of "Jupiter and the Team Driver"—first put their shoulders to the wheel, and then pray for aid.—*Glasgow, Oct. 16.*

A FRIEND TO THE MINER.

RAILWAY SIGNALS.

SIR,—Observing in last week's *Mining Journal* a notice of an invention patented by Capt. Goble, for humanity's sake I called on the ingenious engineer to test the practicability of such an extraordinary invention as to allow any person to blow the whistle of high-speed trains as often as they like, without being in contact with them. I am, therefore, happy to state, not only do it answer all the purposes mentioned in your Journal, but may be so arranged as to self-act at any required distance from stations, curves, or what not. To show how unerring it must be, I will endeavour to explain its principles of action. First, it consists of a movable flap, hanging down in front of the locomotive, as near the ground as may be most desirable. On the upper part of the flap is attached a chain or rod, whose other end is fixed to the handle or lever of a whistle; it is, then, evident that any obstacle placed between the rails must be met with by the flap, which also must give way, and be lifted up while passing over it. In doing so it must necessarily pull the cranks attached to the whistle, and thus sound the same. On the other end of the whistle handle is a counterpoise, to shut the plug in its place, ready for another movement. In case of danger, to warn any approaching train, all a person has to do is to throw down, at any place or interval, any obstacle, such as stones, bags of earth, stumps, &c., when the alarm is instantly sounded, to arouse the driver to take his means accordingly.

A RAILWAY TRAVELLER.

Paddington, Oct. 20.

AMMONIA IN RAIN WATER, RIVER WATER, AND SNOW.

SIR,—As I conceive that one fact adduced on admitted authority will have more influence in the advancement of truth than a volume of demonstrative reasoning, I am induced, in reference to the papers which appeared in the *Mining Journal* of 1849 and 1851, to trouble you with the results obtained by M. Boussingault, of the French Institute. "It appears that the greatest quantity of ammonia is contained in rain water. Some that had fallen on the roof of the Paris Observatory yielded four milligrammes in the French litre; while the water of the rivers does not contain 1-10th milligramme in the same quantity. That snow gathered after lying 36 hours on some fields, yielded ten times more ammonia than that gathered immediately after it had fallen."

That the softness of rain water is referable to ammonia has long been admitted; but until the appearance of my papers, it was conceived that this quality was acquired from the atmosphere. It is, therefore, much to be regretted that no reference is made to the relative proportion of ammonia in rain and snow water, or such information could not have been gained in throwing much light on one of Nature's most important operations—a deficiency, it is hoped, the *scissors* on this side of the Channel will make good during the coming winter; and it is also to be hoped they will be induced to enquire into the cause of the startling fact, that snow of 100 years' old should be so much more ammoniacal than that just fallen—being reasonably to be inferred that this increase is not acquired from the soil, since rain, in its passage through the earth, parts with its ammonia at all periods of the year. The course I suspect to be purely electrical; and if it should so happen that the ammonia of the just-fallen snow corresponds in amount to that of rain, we shall have acquired evidence of the very simple means by which the Creator ensures to the northern regions a supply of this essential to the production of nitrogenous matter. This is unquestionably the decomposing era of the earth's present cycle in the creation; and in reference to the second paragraph of Mr. Ennor's letter of the 3d inst., I beg his attention to the fact, that ammonia, like lime, is a solvent of the mineral kingdom, and that snow is deposited on the tops of hills or mountains, where its ammonia and water would have a levelling influence. Reckless of the consequences, the peasant, year after year, in adding to the earth's surface, by combustion, at least 60,000,000 tons of carbon, thereby causing the evolution of thou-

sands of millions of tons of gases that cannot fail in producing a most powerful influence on both the atmosphere and earth; and cholera, influenza, potato, &c., disease, deluges of rain, and "strikes" are the fruits. Surely, then, the evidence afforded by M. Boussingault will induce at least an enquiry.

Marcellus, Sussex, Oct. 17.

FRANKLIN COWORTHY,
Author of *Electrical Condition*.

IRONSTONE.

SIR,—In the *Times* of the 17th inst., I perceive an article from the correspondent of that levithan journal, dated Birmingham, Oct. 15, wherein it is stated that good ironstone is worth 18s. per ton. This is a most extraordinary price, and it is certain that in usual course of trade, when the prices of iron are moderate, the manufacturers in Staffordshire cannot possibly compete with those who establish themselves in the district of Cleveland, in the North Riding of Yorkshire, where ironstone, producing from 30 to 40 per cent. of iron, is being worked for less than 1s. per ton, and coals and lime are available at reasonable prices. A line of railway is now being projected (which ought to have the support of the Staffordshire ironmasters) from the coal-fields to Whithy, along which immense quarries of ironstone exist, and whose iron will be long produced at a price to bid defiance to all competition from every source. If the Staffordshire ironmasters do not take early steps to settle in this locality, they may, so far as prices go, most assuredly close their works.

A SPECTATOR.

Stokeley, Oct. 18.

MINING AS AN INVESTMENT.—No. III.

SIR,—Previous to the years 1824 and 1825 mining was an adventure, of the speculative nature that at present characterises it, was scarcely known out of the localities in which the property was situated; but on the independence of the Spanish American provinces, and the publication of the accounts of almost fabulous wealth which it was stated abounded in those dependencies, a great impulse was given to speculation, and wild and improbable schemes, some without the smallest hopes of success, were ushered into public notice. Expenses were incurred, and property was acquired, and dispatched to the scene of operations, most of all which speculations, after engulfing an enormous amount of British capital, resulted in signal failures, and, with but few exceptions (the National Brazilian, Imperial Brazilian, and United Mexican are, I believe, only those in existence), the concoctions have long since ceased to exist—the one the most long lived being the Real del Monte Company. As the attempts to draw money from the pockets of John Bull in favour of foreign mines was so successful, it was determined that something should be done at home, and, consequently, numerous capital ventures, each having in its pocket several "balls" to sell. Some of these have since turned out well, but the majority were from the beginning no better than fraudulent projects, and their character was perfectly well known to the nefarious concoctors of them. Among the number of companies projected in 1824 and 1825, and the close of the latter year, there were then in existence 44 mines, the aggregate capital of which was 26,776,000*l.*; the amount paid, 5,453,100*l.*; the then value, 2,927,350*l.*; the amount liable to be called, 21,322,900*l.* The number of mines abandoned was 16, 11 of which were British, and 5 foreign; the supposed capital represented 5,453,000*l.*, the amount paid 1,000,000*l.*, the amount which had been sunk amounted to 400,000*l.* Although somewhat extraneous to the subject, it may not be uninteresting to your readers, as showing the mania not only being confined to mines, to state how much money was expended on abandoned projects, together with the capital demanded. Investment companies, capital required, 5,550,000*l.*; money advanced, 746,000*l.*; canals and railroads, 19,135,000*l.*; capital; money advanced, 393,375*l.*; steam, capital, 2,927,500*l.*; money spent, 79,600*l.*; miscellaneous, 30,495,000*l.*; capital advanced, 799,500*l.*—the total spent being 2,119,675*l.*, which was thus reckoned wasted. One would have thought that the experience of these years would have taught the public wisdom, but it appears that the contrary has been the case. For some period after the great panic confidence declined, and mining, and all connected with it, fell into deserved ill repute; and it was not until 10 years afterwards (I allude to the period of 1835) that there was any great activity displayed in its operations as a speculation. In the intervening time the good wholesome *bond fide* concerns were pursuing the even tenor of their way: there were but few London speculators in any mine, the greatest portion of the shares being held by those in the country, who were engaged in trade, disposing of their own merchandise to the miners at the price they were pleased to put upon it, generally some of the parties being connected with a shop in the general line, where the miner and his family were obliged to purchase all the necessities of life, under fear of dismissal. I must not be misunderstood here; though this was not formally told him, he knew that the principles of Free Trade were not understood, and if he dared to purchase in the cheapest market it would cost him his place; nor could he in any way ameliorate his condition. As this custom was almost universal throughout the country, the probability is that, "in endeavouring to avoid seigniorage, he would fall into Charwell's snare, and therefore, he was obliged to be content with the lot he could not remedy. In order that these individuals should be able to squeeze the miner, it was requisite that he should receive high wages, and as but an inconsiderable portion of this was paid by the trade adventurer, and that which he advanced he reaped more than a commensurate benefit from, the greatest burden fell upon those shareholders who were not in the clique: hence great distrust was shown, and more discredit attached to mining. I am happy, however, to state that this evil has in many instances ceased to exist, and where it still remains, which now is very rare, it is not near so rampant and obnoxious as it was at the period above alluded to. Shortly afterwards we find mining agency becoming a business, and then we hear of London managements, committees, &c. These, in the first instance, would appear to have been conducted on a fair and equitable footing, both to the adventurer and the public; but immediately on the establishment of a few respectable men, a host of disreputable characters crept in, without any knowledge of mines and mineralogy, to fatten on the credulity of the public. In the course of their visits to the country they became acquainted with some practical miners, and on their return to London they sent out reports of the most cross-learning of peach, prin, floukan, gossan, &c., and enter into disquisitions of cross-courses, slides, levels, and shafts; while, in many instances, they are ignorant of the nature of the ore, or the matrix of the mine. They possess in general the same knowledge of machinery, and the surface operations necessary to render the produce marketable; a slight smattering of accounts, a happy knack of persuading people to embark in good things, and there you have the mine manager and jobber. The working operations are left to the Cornish agent, who, in many instances, depends on the London scheme; he sends out reports of the most extravagant nature, being well aware that as soon as the present bubble bursts there is always some scheme afloat in which they can row together. If we look at nearly all the mines having offices in London, and at their secretaries, how few are there of the parties that have any knowledge of mining. Many of them have never even been underground, and cannot discriminate between quartz and lime-stone; yet these are to have the control of vast properties. Where the agent thoroughly understands his business, and is honest, this may be but of secondary importance, but where it is, as is too often the case, an absolute necessity, it is that this person should have a knowledge of the business he presumes to preside over. He may be a capital accountant, and good after-dinner speaker, but this, in my estimation, does not embody the qualifications of a manager or secretary of a mining property. The system is bad, that mines should be managed by jobbers: it is a notorious fact they are always depreciating other companies, and crying up their own wares; and while many of them, as they do at present, endeavour to lessen their stock, by offering sales at all sorts of prices, and which, in many instances, they know they have not the means of carrying out, an absolute necessity is that the agent should be a practical miner, and be well versed in the nature of the ore, and the nature of the mine. In many instances where mines are started with a considerable number of shares, those taking them do not, in many cases, know how many have been paid upon—consequently they cannot ascertain the amount of their liabilities till some period when a call is made, and they find their responsibility proportionally increased. I submit that all this should be amended. The exposure that appeared in your Journal of *Wheat Arthur* and *Wheat Edward*, on which I will make no comments, is an instance how mines may be managed. I have pointed out some few of the evils which a reference to your columns will prove whether I am right or otherwise. This company was formed by a Mr. Gibson, with 100,000*l.* capital, in shares of 1*l.* each. Mr. Gibson, accompanied by Mr. Larchin, the chairman at the late meeting, proceeded to Castlemaine, and a *fête champêtre* was given, with visits to and from the lords and ladies. An assemblage of some thousands, the consumption of some dozens, or hundreds of dozens, for aught I know, of champagne, hock, claret, port, maderia, and sherry, with some hundreds of turkeys, geese, ducks, and sundry airloins of beef, saddles of mutton, &c., however, took place, with banners unfurled, silken scarves, with all the *et cetera*, to celebrate the establishment of a company which was to work the Castlemaine Mine. This I know was hailed with gladness at Killarney—the hotels being only some 16 miles distant; but what was the case at the moment of celebration, and what that at the present moment? Then no lead had ever been found or obtained—none since, the mine abandoned, two shafts sunk within a few fathoms of each other on the extreme boundary of the sett, and only some 80 or 90 acres comprising the whole. However, according to the report at the meeting, this portion of the property had been abandoned. If you appear to the report, and the report is true, the value of the property is not a valuable prospect—viz., the Lisoline and Clogher Mines. Now, although the former is more poetical to the ear, yet the latter appears to be the only one holding out charms; and,

consequently, poor Lisoline has fared the fate of Castlemaine, and in the *main* they are both undone—the only one left to the company to make returns for the capital of 100,000*l.* being Clogher, which has, we believe, never sold any ore, but which it is "confidently expected, on the best authority," will yield some returns.

Having said thus much as regards the mines, allow me, Sir, to have a word or two on the report of the directors; and without wishing to be prolix, I feel that you will indulge me with space as to one or two particular points. In the first instance, the company was formed with 100,000 shares, of 1*l.* each. Of these the projectors, or directors, were to have 30,000 shares, or 30,000*l.* for being kind enough to avail themselves of a property for the public good, and reserving to themselves their annual stipend, appointment of officers, &c. Looking over the balance-sheet as set forth in your Journal, it would appear to me that, after allowing 50,000 shares to the projectors, &c., the whole capital subscribed by the independent shareholders is 54,000*l.*, 14*l.*, or about one-tenth of that contemplated, so that each share may be said to be only one-twentieth of that which it represents as the capital of the company; or, taking another view, that the projectors and directors hold 9-10ths interest in the mine and capital employed, without advancing a single farthing. I may be wrong in my conclusions; but these things do occur to me; and as we do not expect to understand our own affairs as practised, you will excuse me. Now, out of this income, I am glad to find that a balance remains in favour of the mine of 26,122*l.*, 14*l.*, or nearly one-half. This would at first sight show economy had been observed; while the balance, according to my reasoning, would have amounted to something like 45,000*l.*; and here I would observe that, in the absence of the entire capital being raised, the shareholders have been completely deceived. Now of this 26,122*l.*, 14*l.*, expended in 12 months, I find the following items to form no little important figure—Advertisement, 31*l.*, 4*l.*, 6*l.*; printing, 57*l.*, 4*l.*; law costs, 193*l.*, 17*l.*, 10*l.*; the lawyer conscientiously taking off 40*l.*; broker's commission on sale of shares, 162*l.*, 2*l.*; travelling expenses, 153*l.*, 3*l.*; engineer's visits to the mines and reports, 120*l.*, 13*l.*, 4*l.*; salaries, including expenses of share allotment, 104*l.*, 2*l.*; rent of office, 65*l.*, 13*l.*, 6*l.*; sundries, 4*l.*, 19*l.*, 8*l.*; postage, 11*l.*, 19*l.*, 1*l.*; office furniture, 129*l.*, 13*l.*, 2*l.*. Now, these extraneous charges would, according to my reckoning, amount to 1318*l.*, 15*l.*, 5*l.*, against 1507*l.*, 19*l.*, 8*l.*, expended in working the mines, including agents' salaries, &c., or nearly 50 per cent. on the annual expenditure—the company, with a capital of 100,000*l.*, expending after the rate of 150*l.*, a month in working these mines. I have, perhaps, said enough, and more than you can permit space for insertion; but should you favour me, I will send you a second batch next week.

Kennare, Oct. 18.

MINING IN CUMBERLAND.

SIR,—Permit me once more to address you a few lines respecting the mines on the Caldbeck Fells. I would tell "John Bull" that I have many times been on the Caldbeck Fells, and that I have been formerly worked to a good profit. I have heard from good authority that the former company made a profit of 10,000*l.* during the last four years they worked the mine, and then it was not considered to have been worked to the best advantage. The working miners tell me it is still a good mine, but what the reason is so much money has been lost during the time the present company has worked it is not for me to say. The dues cannot have been the cause of it; because the former company paid 1-10th, the present company but 1-10th, and the Drigeth Mine is 1-10th. They still complain very much of high dues, but we ought not to take in all we hear on this point: perhaps it may be the object of the present company to keep all others off the Fells. For my own part, I consider 1-10th dues on the Caldbeck Fells equal to 1-15th in Cornwall and elsewhere, where water charges are heavy. The mines in the Caldbeck Fells are worked by levels, and the water runs out without the expense of pumping. They have also plenty of water for driving the water-wheels: whereas in Cornwall they have to sink shafts, erect large engines, for the purpose of draining the mines: they have also the principal part of the ore to crush and stamp by steam power. Taking these things into consideration, I think "John Bull" will be well satisfied with me, that the Caldbeck Fells is equal to 1-15th in Cornwall. However, I am glad to hear the lords fully intend reducing the dues.

Carlisle, Oct. 15.

A FRIEND TO PRACTICAL MINING.

[ADVERTISEMENT.]
WHEAT ALFRED MINING DISTRICT.

SIR,—The promise of support given to me by Thos. Field, Esq., and Capt. Thos. Richards, induced me to undertake, and I have now completed, a Map of the district comprised within the limits following:—The road leading southward from the village of Carnhill, in Gwincar, to Praze, in Crownan, and thence to Nansogollan Common, taking in North Crenver Mine; and northward, from Carnhill to Connor Downs is its eastern boundary. Its northern boundary is the extent in that direction of the parishes of Ertch, Puddick, and St. Ertch. Its western boundary is the western side of the parish of St. Ertch, and its southern boundary is the Godolphin Valley, from Relabbus to Nansogollan. The number of mines included is 49, which are named below:—

Treloweth.	Leeds Town Consols.	Crowance Wood.
Wheat Ellis (new).	Paul's Downs.	Wheat Unity Consols.
Wheat Squire.	Paul's Carpenter.	Wheat Unity Consols.
West Wheat Alfred.	Boderverran (idle).	La Min.
Chynoweth (new).	Herland Mines (idle).	West Wheat Treasury.
Trannack.	Binner Consols.	Rosewarne United.
Bosence (now rich).	Wheat Treasury.	East Alfred Consols.
Lewis Mines.	Great Dryn Consols.	Alfred Consols.
Trevens.	Nansogollan (idle).	Angarar Consols.
Gurilyn.	South Crenver.	Bolling Well (Gwiltian).
West Providence.	North Crenver.	Great Wheat Alfred.
Tremayne.	Wheat Abraham (idle).	North Wheat Alfred (idle).
West Wheat Abraham.	Binner Downs (idle).	Vyvan Consols.

To save the time and expense of a personal application to the numerous gentlemen interested in this promising group of mines, I write this announcement of the fact, that the map is ready for delivery to all who are pleased to signify their desire to possess it, at the very moderate charge of 31s. 6d. It is mounted on French-polished mahogany, and will be delivered in London carriage free. Gentlemen so interested will oblige by communicating their instructions to R. Symons and Son, surveyors and lithographers, Truro, at their earliest convenience.

Truro, Oct. 17.

R. SYMONS.

THE POLTIMORE MINE.

SIR,—Your Journal of the 8th inst. contains a comment on the Poltimore Mine, to which I hope you will permit me briefly to reply. I do not wish to find fault with Mr. Ennor's remarks, but I think it "gratuitous," though I venture to assert he will find other mines than the Poltimore 15 miles distant from the granite, if he lives 15 years longer; but I do decidedly object to the principle of any person possessing no interest in a mine making comments thereon calculated to injure the undertaking. Mr. Ennor excuses his interference in the affairs of myself and other strangers to him by saying "he has some friends interested."

To these gentlemen I beg to say they will at any time obtain the amplest information at the office; or if they prefer a private communication, I am a considerable shareholder, and I am prepared to enter into mining elsewhere, and shall be happy to reply to questions from any *bond fide* shareholder, for which purpose I enclose my address. I took my shares on the expectation that the Poltimore would one day become one of the most productive copper mines in the kingdom, and see no reason to doubt the soundness of this conclusion. The report on which Mr. Ennor remarks states that Capt. Floyd had inspected the 20 ft. level, and found the lode 4 to 5 ft. wide; it had been worked upon to "a considerable distance," but was then "in whole ground." The report continues—"If it (the lode) be found of equal size and value in lower ground, say, in the 30 or 40 ft. levels (to which the shaft is sunk), the question of copper will be as fully and satisfactorily settled as that of the whole of the gossan being more or less auriferous." Now, Sir, I put the question to yourself, is not this a fair and reasonable conclusion? Is there any attempt to pass off this proof of a copper lode for more than its worth? I think you will admit there is not. I will now answer Mr. Ennor's disparaging remarks regarding the operations of the old company, or rather why they were such dupes as to abandon so good a mine? First, then, their operations were carried on at far too shallow depths, in the 15 and 20 ft. levels, though the shaft was sunk to 40 fathoms, the lode was never driven upon, because the operations were brought to a stand in consequence of the owner of the lease and principal proprietor being in monetary difficulties; I have this gentleman's authority for stating, and I had also the assurance of the mining captain who conducted the operations, that they had every prospect of proving a superior copper mine. The amount of money sunk I cannot give. No doubt it was very considerable, as the works testify. The present company get the advantage of this outlay. "Some men are now at the mine who worked for the old company." Very true; I examined these men on the ground before taking an interest in the mine, and before operations were commenced by the present company; and they testified strongly in favour of the prospects of the enterprise. As to the former party being "dupes for giving up the mine," they could not help it; the supplies were stopped.

In conclusion, I hope Mr. Ennor will take my reply in good part, and you will excuse its length. I am merely defending an enterprise in which I take great interest apart from my shares. I am neither a director nor promoter; but have been at the office, and always have been afforded every explanation from the secretary and directors I could desire. I believe them one and all highly honourable gentlemen, and most anxious to promote the interests of the company.

A MINER.

Oct. 14.

THE GAWTON UNITED COPPER MINES.

SIR,—Permit me, a constant reader, to occupy a small space in the columns of your valuable Journal, on a subject which I deem of considerable importance to all concerned in the well-doing of the Gawton United Copper Mines, near this place.

I have now before me a notice of a special meeting, called for the 24th inst., to consider the propriety of adopting different rules and regulations to what exist at present; and also a printed circular from a shareholder holding more than one-fourth of the mine (Mr. Fuller), calling attention to the expediency of resisting such alteration. It would, perhaps, had been well if those parties wishing for an alteration had stated the necessity for so doing; no doubt this will be explained at the meeting, but there are many shareholders who cannot possibly attend, and it would be exceedingly imprudent to vote by proxy for any alteration, without comparing the original rules and those proposed to be substituted.

One thing I may state, the business of the company having been carried on for a considerable time under the old rules, and all parties feeling tolerably well satisfied, at least up to the month of May last, it is somewhat strange that, with the infusion of new shareholders, and the removal of the London official duties, an attempt should now be made to place this concern, as it were, under a new constitution. If this constitution is to be modelled or framed on the same plan as some of the mines whose business is carried on in London, it is high time for the shareholders to be stirring themselves, and avert the step; but if, on the contrary, it is intended to place the financial affairs of the company in a better position, it will be well for all to acquiesce in the proposed alteration. It strikes me, however, that the real motive or object of this meeting is only a preliminary step, previous to placing the company under despot government, and which I, for one, decidedly object to—the effects of such government in this district being already very apparent in a neighbouring mine, which should be paying dividends instead of making calls on the proprietors.

It is undoubtedly known that an unpleasant feeling has been for some time past in existence between the late secretary and the present officer; but whatever the grounds for such dissension, it is high time that reports which have been in circulation should at once be enquired into, and all differences set at rest; for, depend upon it, unless a better feeling exists between parties whose interest in the mine is large, and whose real interest would be better employed in forwarding the workings than in party squabbles, the concern will, before long, be brought to a close. And this would be a great injustice to many shareholders who, like myself, have embarked their capital in what is presumed to be a *bond fide* mining property: the concern is in good repute amongst all parties round here, and there appears to be but one opinion, that, if fairly worked, it will make a rich and lasting property. Under these circumstances, it becomes the duty of every shareholder to thoroughly sift out the matter in dispute, and, if possible, establish a better feeling between the heads of the company.

Twistock, Oct. 18.

AN ORIGINAL SHAREHOLDER.

BRIDGES, JOISTS, &c., ON THE TRANSVERSE PRINCIPLE.

Mr. S. Perkes, engineer, of Walbrook, has recently erected, at his works in the Borough, a series of timber joists, six in number, and 50 feet in length, supporting a flooring of 2500 superficial feet, on a principle patented by him, remarkable alike for its simplicity, strength, and economy. Each is composed of lengths of half battens, placed vertically, 1½ inch thick, laid so as to break joint; these are crossed at an angle of 45° by pieces of like thickness, which are again covered with similar planks to the first-named, the whole securely spiked together, forming a beam or truss 3½ in. thick and 20 in. deep. With a weight of 20 tons placed on the floor, supported by these six joists, the deflection was scarcely perceptible.

The accompanying diagram will give an idea of the plan, representing



the several layers overlapping each other, showing two transverse series, which may be increased or modified to any extent, and this principle may be adopted as safely for a bridge across the Thames as one of 50 ft. The patentee is negotiating for the construction of a bridge near Scarborough, on this plan, where the span to be crossed is 380 feet, which will form a light and elegant object in the landscape of this beautiful locality. The importance of this very simple and thoroughly practicable invention can scarcely be over-estimated, as bridges, roofs, crossings, &c., can be erected on this principle, and almost any span required and any amount of strength can be given, so as to render them available either for foot, carriage, or railway traffic, whilst their cost will be at least some 50 per cent. cheaper than ordinary structures for the like purposes, and can be erected in less time than by any other means. They will be found particularly valuable for our colonies, and abroad, where timber is abundant, as no really skilled labour, beyond the manager, is required in their construction, and such is the patentee's arrangement for their erection that in almost every case scaffolding can be dispensed with; hence the expense of this very serious item will be saved. They can be made of any required design, and admit of ornament and decorations to suit any locality. They are particularly valuable for gentlemen's parks, and where ornamental bridges, at a moderate cost, are required. This principle is alike secured for iron, to which this mode of construction is particularly applicable, and we strongly recommend the above to the attention of our engineering friends, and the public, as being worth their notice.

TESTIMONIAL TO MR. HENRY LUARD.

There is a marked feeling very generally influencing the actions of men who have become mutually connected by a joint engagement in the proper development of some great commercial or other enterprise which enables their common nature, and evinces an absence of selfishness and envy towards the good fame of others, which has too often rankled in the human breast. It has often been our pleasing task to record the presentation of testimonials of the good feeling of the several members of an undertaking to one of their body, who by his zeal for the advancement of the interests of all, and kindness and urbanity displayed in his conduct to his fellow-labourers with whom he daily comes in contact, has gained him their esteem and best wishes. A pleasing demonstration of this kind was made on Wednesday last, at the London Tavern, when a testimonial, consisting of three elegant and massive silver salvers, were presented to Mr. Henry Luard, the general manager of the London and County Joint-Stock Bank, from the managers and principal officers, as a token of respect for his personal qualities and attention to the best interests of the bank, and all connected with it. There were about 30 provincial managers, and 19 officers and clerks from the chief office present; and Capt. Strong, the manager of the Oxford Branch, who took the chair, produced several letters of apology for absence, and then read the inscription on the testimonial, which was as follows:—"Presented by the managers of the London County Joint-Stock Banking Company to HENRY LUARD, Esq., its general manager, in grateful recollection of his undeviating kindness and courtesy, a token of regard and respect for a superior, to whose financial ability and assiduous exertions the existing high standard and gratifying prosperity of the establishment may be mainly ascribed, 19th October, 1853."

The Chairman bore testimony to the admirable manner in which Mr. Luard had filled the important office of manager; and said it was a pleasing task for the managers now to express their feelings as to the undeviating kindness and unvarying courtesy they had always received from Mr. Luard; and he for one had witnessed ability and exertions on the part of that gentleman, which would have overwhelmed the mind of an ordinary man. He presented the testimonial, and expressed the wish that he might live long in the enjoyment of that feeling of respect now so cordially expressed by every officer of the establishment.

Mr. Luard received the spontaneous manifestation of esteem and regard as the highest compliment which could be paid him, and the most gratifying event of his official career. The standard he had established for his guidance, when 12 years since the directors of the London and County Bank honoured him with the appointment of general manager, was to combine the utmost practical efficiency with the most gentlemanly consideration for every officer in the establishment. He was aware how far he had been from approaching that standard, and how grateful he might be by their indulgent review of his past services, he should be ungrateful not to acknowledge how greatly his partial success was indebted to their cheerful co-operation—to the talented and efficient aid of his immediate staff—and most especially to the generous support of the Board. Whilst the enlightened and liberal policy of the directors, tempered by a steady adherence to sound banking principles, had exalted the character of the bank, its safety and success were no less interwoven with the intelligence, firmness, and integrity, so conspicuously displayed by the branch managers. He hoped such qualities might long continue to shed their lustre around the establishment, confirming and strengthening those bonds of union which were inseparable from mutual respect and confidence, and which so happily existed between the shareholders, the directors, and the officers of the company. He gratefully appreciated the enduring record of their kindness. It would stimulate him to fresh exertions, brighten the spirits of his declining years, and animate him with the blessed hope of transmitting unimpaired to his children the inheritance of a good name.

Mr. Green, manager of the Maidstone branch, moved a vote of thanks to the chairman for presiding, which was seconded by Mr. Law, of the Knightsbridge branch, and carried unanimously.

RAILWAY TRAFFIC.—The traffic returns of railways in the United Kingdom, for the week ending Oct. 15, amounted to 352,328, and for the corresponding week of last year to 317,690, showing an increase of 34,638, or 10·9 per cent. The gross receipts for the eight railways having their termini in the metropolis amounted to 161,816, and for the corresponding week of last year to 149,792, showing an increase of 12,024, or 8 per cent. The increase on the Eastern Counties Railway amounted to 1295; on the Great Northern to 4073; on the Great Western to 2209; on the London and North-Western to 1982; on the London and Blackwall to 96; on the London, Brighton and South Coast to 997; on the London and South-Western to 891; and on the South-Eastern to 481; total, 12,024. The receipts on the other lines in the United Kingdom amounted to 190,512; and for the corresponding week of 1852 to 167,898, showing an increase of 22,614; which, added to the increase on the metropolis lines, makes the total increase 34,638, over the corresponding week of 1852. The total increase from the 2d of Jan. to the 15th of October over the corresponding period of 1852 amounted to 1,606,523, or 13·44 per cent.

GRANITE BLASTING IN THE HIGHLANDS.—At Macnevin's Isle, Bonaw, on the banks of Loch Elive, Mr. Sim, of Furness, Lochfane, has opened a granite quarry, for supplying Glasgow, &c., with causeway stone, and where he is also cutting some large blocks for monumental work. This quarry has been in active operation for four years, in which time a perpendicular front of 100 feet long by 30 feet deep has been obtained. In these circumstances Mr. Sim determined on mining. Ascending the spur of the mountain, about 90 ft. front of the quarry, a shaft was bored, 80 feet deep, and a mine was cut 40 feet on either side, on a level with the bottom of the shaft. Meanwhile, all the time the miners were at this work they had two men pumping fresh air into the shaft. This completed, two wooden boxes were placed in the bottom of the mine, east and west, containing 4½ tons powder, and the shaft was then built up with Roman cement and bricks, and 20 carts of fine sand, well-pressed, which rendered the shaft air-tight, and so far proof against the explosive power below. The electric wire was led from a considerable distance up the mountain, and the whole operation was finished at a cost of 600l. sterling. The lowest estimate we heard was that the blast raised 40,000 tons of solid granite. The experiment was eminently successful, and for several hours the spectators lingered among the ruins, admiring the white blocks of granite, 12 tons in weight, pitched within 10 yards of the loading pier.

Meetings of Mining Companies.

THE BLAENAVON IRON AND COAL COMPANY.

A meeting of shareholders was held at the company's offices, No. 4, Pancras-lane, Queen-street, on the 14th inst.

R. W. KENNARD, Esq., in the chair.

The notice convening the meeting, and the minutes of the last, were read, and the latter confirmed.

The Chairman said the meeting had been called in compliance with the wish of the shareholders, expressed at the last meeting, which was held on the 16th June last, in the opinion of that meeting, expedient that they should meet half-yearly, instead of annually, as heretofore. The directors had not thought it necessary to lay before the shareholders a report, having no information of sufficient importance to require it; but it became his duty to state that the suggestions made by the committee had been carefully taken into consideration, and they had the practical effect of bringing the shareholders together that day. The meeting was now being held in consequence of the board to carry out the suggestions with reference to the building of new mills and forges, and also that they were limited to an outlay of 10,000l. for that purpose. Upon going minutely into the matter, the board were of opinion that that sum would be exceeded, and as the price of labour had considerably increased, they had thought it more prudent to wait until the proper period for proceeding with the works, and in the interim to ascertain how that sum could be most efficiently laid out. In the consideration of that subject, the board had had under its view other descriptions of iron to those which they had formerly manufactured, and had succeeded in producing a very superior quality to anything they had yet seen. They had some beautiful specimens at the works, and it would have been very satisfactory to the directors if the meeting had had an opportunity of seeing these new and improved productions. It must not be understood that the board had altered their opinion as to the necessity of erecting the new mills and forges, but they had not yet come to anything definite, so as to make a report to the shareholders. It was of all importance that the works should be erected with care and skill, and it was the wish of the directors to march on with care. With regard to laying before the meeting any statement of accounts, there was some difficulty, arising from the inconvenience of taking stock at the half-year, and it was much better, he thought, that no accounts should be brought before them at all, than that a financial statement should be made which would neither be satisfactory to the shareholders nor to the directors themselves. It was, however, a satisfaction to know that during the last half-year their financial position had considerably improved, their make and sales having materially increased, and the directors felt justified, and had much pleasure, in declaring a dividend of 10s. per share for the six months ending June last; and this was not from money to be collected, but out of bona fide profits, positively in the hands of the bankers at this moment. The directors had, therefore, every reason to be satisfied with the present state of the company's affairs, and they were also satisfied that they had discharged their duties conscientiously, a course from which they would never swerve. One reason why the erection of the new works had not been proceeded with more expeditiously was the unsettled state of the labour market. They had also had some trouble with their own workmen, but he was happy to say that there was now every prospect of tranquillity, and the works were going on in a very satisfactory manner. They had no bad debts to pay, and the dividends which he hoped would meet the expectations of the shareholders, was, as he had just intimated, out of clear profits, which were easily got at by balancing the books.

A shareholder enquired if the dividends, both past and present, were declared out of the profits?

The Chairman said most certainly, and they were the result after balancing the books to pay 10s. per share out of the profits. Formerly the directors had had to pledge their credit, but for the last twelve months their returns had so much improved, and so great was the demand for their iron (which was admitted by all to be of the very best quality), that they had succeeded in realising very large profits, and which there was every probability would be increased. In fact, there had been a considerable increase in their sales during the last six months, compared with the previous six months.

In reply to a shareholder, the Chairman said that the foundations for the mills and forges were nearly prepared, but with regard to the amount of the contract—viz., 10,000l.—as he had before stated, there had been a mistake.

Mr. J. C. Hill thought it would be expedient to proceed with the works in contemplation as expeditiously as possible.

The Chairman said there could be no question as to the expediency and necessity of going on with the works; but it was also important that they should go on at the right time.

Mr. Hill said he had every reason to congratulate the shareholders upon what had fallen from the chairman, and he was delighted to hear the chairman say that the directors were going to work. There was one thing, however, which the chairman had forgotten to mention, and which could not fail to become a source of great profit; he alluded to the opening of their new coal-field. He (Mr. Hill) had no hesitation in saying that there was not a better coal to be met with throughout Wales. There was a most abundant supply, and they would be able to send at least 2000 tons a week to Newport. The works had not been got on with quite so expeditiously as he could have wished, but that was no fault of their directors, as it arose from want of labour. He was quite sure the directors had taken the right step, and he felt much pleasure in saying so.

The Chairman said, it would no doubt be in the recollection of the gentlemen present that the coal-field was alluded to in the last report of the directors; and as Mr. Hill had referred to the subject he (the chairman) had no hesitation in saying that it will return a profit of something like 7000l. a year; but he was so very chary in making promises that he had not mentioned the subject, nor should he have alluded to it if Mr. Hill had not done so. This coal-field was most admirably situated, and one gentleman asked how much it would be to the advantage of purchasers to deal with this company. It was what was called a hard splint coal, and was better in character than most of the Welsh coal. They had just got the same value as regarded quality in their coal that they had in their iron, and there could be no doubt that it would always command a ready sale.

Mr. Hill supposed that at this friendly meeting the directors would not object to any suggestion that any shareholder had to make. He would, therefore, advise that some suitable place be provided for their pattern, as at present they had no such place, and the patterns were often destroyed in consequence.

The Chairman thanked Mr. Hill for the suggestion, which he promised should be attended to. It was the intention of the directors to visit Blaenavon more frequently; it might, perhaps, be also some satisfaction to the shareholders to know that the directors had a great interest in the undertaking, their shares amounting to one-seventh of the whole.

Some discussion followed with regard to the election of directors by the board, without having consented to the same.

The Chairman observed that the board was empowered by the Deed of Settlement to do as they had done. They were, of course, desirous of meeting the wishes of the shareholders in every respect, and he thought the directors had in this instance acted strictly in accordance with their rules. He would only add that if they were anxious to tide the affair on as well as they could, and to manage it as if it were their own property.—A shareholder remarked, that he would take the opportunity of saying that if for the future there was a surplus, the directors would take care to make up for the deficiencies sustained by the directors in former years.

The Chairman assured the meeting that their interests would have the most anxious attention of the board of directors. He believed that they might on the present occasion have given them a dividend of 1l. per share; but they thought it more prudent to pay off old debts, and to reserve a sufficient balance to meet contingencies, they were reducing their expenses as much as possible, and the utmost that could be done would be for the benefit of the general body of shareholders.

A vote of thanks was given to the chairman and directors, and the meeting separated, evidently well satisfied with the present state of affairs, and with their future prospects.

TYN-Y-BERTH SLATE QUARRY COMPANY.

A meeting of shareholders in this company was held at the offices of Mr. Joseph, on Tuesday.

L. F. EDWARDS, Esq., in the chair.

The Secretary read the subjoined balance-sheet, ending 18th October:—

Balance last account	£ 55 11 0
Called up, 5s. per share	2500 0 0
Slates sold	236 9 2 = £2812 1 0
Labour cost, June	£ 432 9 3
Ditto, July	424 0 11
Ditto, August	425 4 9
Ditto, September	427 4 5
Special report	25 0 0
Freight, lighters, &c.	65 18 8
Bank charge	2 10 0 = 1802 8 0

Leaving balance in favour of company

Mr. JOSEPH then read the following report from the agent, Mr. John Parry:—

During the past three months I have been steadily progressing in the tunnels, roofings, and openings of these works, and shall, between this and Christmas, have at least seven bargains in operation. The appearance in most of the openings is highly satisfactory, and having got through the rotten joint which I named in my last half-yearly report, I see nothing to prevent our progressing most rapidly after the lapse of the next three months. The amount of produce raised since Midsummer I send you annexed, also a list of sales, and my present stock on hand. The earthwork for the new incline, after much difficulty, is just completed, and will, in about a fortnight, be ready to lay down the rails. All the sawing and planing machines at present ordered are now in full operation, and when the sand-saws are fixed, shall be able to manufacture from 100 to 150 tons per month, by working day and night. I shall also now be able to get forward with slide marking. I have not yet been able to commence the erection of the further ten cottages, in consequence of the scarcity of masons, and having no suitable place to build them. This, I believe, may now be readily arranged, as also a site for building a house for myself, which was promised to me at the commencement of the operations of this company. A wall round the wharf at Morben is much required for the protection of the stock; it will cost from 10l. to 12l. I shall require immediately the following buildings, machinery, &c., of which I give you an approximate estimate:—10 tons of railway bar, 100l.; one wire rope, 50l.; building for sand-saws, 45l.; two crab winches, 10l.; one traversing crane, 20l.; three tram waggon, 18l. In my next half-yearly report, I feel certain that I shall have such intelligence to communicate as will be as satisfactory to the proprietors as it will be gratifying to myself. Immediately after you left the works last week, on my return to the quarry I had a block cleaned out of the new No. 4 bargain, which made as pretty slates as I have ever seen, a sample of which I have forwarded to you in the rough, without dressing. The block was picked up haphazard, and was taken from immediately under the bad part which has delayed me so long, but the very excellent quality of which will now fully make amends for the loss of time which has unfortunately occurred.

Mr. JOSEPH said he had been written to by many merchants, offering to take their produce. Their slates were of a very superior quality, quite equal to those of Bangor. The width of the vein they were now working was about 20 yards, and there could not be a doubt, if nothing happened to alter the quality, that the supply would yield a certain profit, and that the quarry would become a most safe and profitable investment. The only difficulty they had to contend with was the expense of freightage; and it would answer the purpose of the company to buy a small vessel or two, that they might deliver their own produce. He merely threw this out as a suggestion, but he was satisfied they would find this a good investment.

The Chairman said there could not be a doubt as to the value of their property, and he should like to see a little more energy infused into the concern on the part of

the shareholders. By the present mode of conveyance their slates were considerably damaged; and he was quite satisfied they might be carried to their destination in good order, and at a much cheaper expense, provided a small outlay was incurred in the first instance.

After some discussion, the further consideration of the question was postponed.

The building a new house for the manager was deferred for the present.

The committee was re-elected, and a vote of thanks given to the chairman, after which the meeting separated.

ESGAIR LLEE MINING COMPANY.

A meeting of shareholders was held at the offices of Mr. T. P. Thomas, Old Broad-street, on Tuesday.

THOMAS FIELD, Esq., in the chair.

The notice convening the meeting having been read, the minutes of the last meeting were confirmed, and the following accounts submitted and passed:—

Balance last account	£232 0 10
Mine cost, July	236 11 8
Ditto, August	233 3 9
One year's royalty	211 18 7
Bill stamp, discount, &c.	9 0 9 = £1002 15 7
Ores sold	673 1 4
Leaving balance against adventurers	£ 329 14 3

The Chairman then read the following report:—

Since our last meeting in Aug. we have sold 50 tons of lead ore, producing 673l. 1s. 4d. and we have about 30 tons more dressed and fit for sale, but owing to the royalty having been charged since September, 1852 (the same being payable only yearly), the debit of 211l. 18s. 7d. on that account against the mine leaves the balance greater than I had anticipated, and consequently prevents me from being able to name the precise time when I shall have the pleasure of announcing a dividend. The tonnage of the mine is being pushed with all speed. The engine-shaft is down to the 30. The 20 ft. level, on the south side, is being extended on a productive level, and a winze is being sunk on a good course of ore on the same level from the 10 to the 20, which, when holed to the 20, will lay open for stopping a good bunch of ore, that can be taken away at a good profit. On the caunter level we are pushing our 10 ft. level below the adit with vigour, and although the lode has not been rich still, it is producing good stones of ore, and in extending it east I have no fear of coming into a good and productive lode. About 10 fms. east of the 10 end a winze is being sunk from below the adit to the 10; this is a good ore lode, and which, when communicated to the 10, will lay open for stopping a considerable quantity of ore ground. In the 12 above adit, which is a very important point, we are extending it through a promising lode, producing carbonate of lime, muddle, and stones of lead, and should we be successful in discovering another branch of ore anything like as good as our last or caunter branch, our mine would be second to none in Cardiganshire, and looking at the increased value of every discovery already made in driving east in this level, I have every confidence and hope that our richest courses of ore are before us. As we have now a back about our adit of 87 fms., and which is rapidly increasing in driving, I strongly recommend our agent to give his best attention to this part of the mine. Independent of any discovery that may be made above adit, and relying only upon the ore ground discovered in the adit continuing in depth, and which will soon be developed, I hope to be able from this time to make such returns as will not only meet the cost, but give the adventurers from 200l. to 250l. per month profit. Should we not be prevented by frost from dressing our ore, I hope in February next to declare a dividend. Our buildings at Stedfa, and the necessary buildings, machinery for pumping, dressing, &c., being now completed, our dead or surface cost will be very trifling to what it has been. The adventurers have now completed at 800 ft. level, a good house, capable of accommodating or lodging the captain and about 40 or 50 labourers, and on the mine they have a good carpenter and sawyer's shop, cooking-house, and smithy, a 40-foot water-wheel, a splendid crusher, drawing-machine, and crushing-house, a 25-foot water-wheel complete for pumping, and shelling, jingling hutchies, a round buddle, and other dressing machines, sufficient to return 80 tons of ore per month, all charged and paid for. I cannot conclude this report without bearing testimony to the indefatigable exertion and attention used by Captain John Lean, in increasing the returns, and developing the resources of Esgrair Llee Mining Co. T. P. Thomas.

Mr. THOMAS stated that against the balance they had now upwards of 50 tons of ore broken in the mine, and that before Christmas they would sell 100 tons. The royalty for the whole twelvemonth, it should be observed, also came into the balance-sheet. He was happy to say that the prospects of the mine were most encouraging.—The Chairman expressed his confidence in the prospects of the undertaking, and hoped they would soon receive from Mr. Thomas a cheque in return for those which they had presented to him. A vote of thanks was given to the chairman, and the meeting separated.

DUNSLEY WHEEL PHOENIX MINING COMPANY.

A general meeting of shareholders was held at the offices, Cornhill, on Monday, when the following report of the financial position of the mine was read:—

Cash received for the first issue of shares	£2500 0 0
Cash expended in the prosecution of the works up to this date	2348 19 0

Balance in hands of the bankers

The directors then stated that the period had arrived at which the original shareholders were required to name their intentions of taking up the pre-emption shares to which they were entitled, which announcement was responded to by the shareholders present subscribing for 1850 shares at the original price

1850 0 0

Making the present available capital

The following report of the features of the mine was then read:—

The directors, in reporting upon the local advantages, and the evident mineral properties of this estate, conceive there can exist no difference of opinion as to its being one of the most important mining estates in the county of Cornwall. The fact which governs this conclusion are to be drawn from two sources.—First, from the evidences given by the adjoining mines, of whose lodes those in the Dunsley Wheel Phoenix are continuous; and secondly, by the discoveries which have been made in the estate itself, by the employment of a portion of the funds of the company, of the reflected evidence, afforded by adjoining mines, of the mineral properties of the Dunsley Wheel Phoenix, it will only be needful to say, that it is bounded immediately on the north and west by the Great Phoenix Mine, the lodes of which run through the Dunsley estate, and are now returning ores of the richest quality in the kingdom, such mine being of an estimated value of nearly 200,000l.; whilst, to the east, joined, also, to the east and west, by the South Phoenix and Milk Valley Mines, whose lodes also traverse the Dunsley sett. Of the evidence within the sett, it might be stated, that as many as six lodes have been discovered at surface; that some of these are opened upon by adit; others are in the course of being intersected by such means; that from some of the lodes returns of tin are now capable of being made, as soon as the machinery is erected; and that preparations are being made for sinking below adit upon others, where courses of tin have gone down, but all of which have been worked away above that point by the old tinners. It is the inevitable opinion of the persons who have surveyed the sett for the present company, that the Dunsley Wheel Phoenix property contains all the favourable evidences and indications of the adjoining properties, and that it requires nothing but the skilful application of sufficient funds to place it on an equally profitable position to the now celebrated and adjacent Wheal Phoenix.

It was resolved unanimously—"That the reports of the directors be received and adopted; and that the absent shareholders entitled to pre-emption shares, shall receive written notice from the secretary, that their election to purchase must be made immediately, and that payment of the respective amounts must be made within 14 days, in default of which, the shares then unclaimed, and unpaid for, will be placed at the disposal of the directors, for the benefit of the mine."

WHEAL FORTUNE (SOUTH TAWTON) MINING COMPANY.

An adjourned meeting of shareholders was held at the company's offices, on Wednesday.

OSMUND LEWIS, Esq., in the chair.

The notice convening the meeting having been read, the Chairman stated, that since the last meeting he had written to Messrs. Smith and Roberts, of Tintern, gentlemen of considerable experience in the legal profession, and extensive parties to the Stannaries Court, requesting the favour of their opinion upon the subject of the adit in the notice convening the meeting. He (the chairman) had written two letters, the answer which he had received from the first not being so conclusive as he could have wished. Messrs. Smith and Roberts had replied to the second communication; but the point which the shareholders wished to arrive at was, in the opinion of the lawyers, still left in doubt.—The chairman having read his applications to the answers, proceeded to say, that the question was still undecided, and he, therefore, must remain so, from the fact that companies formed upon the Cost-book Principle were conducted more from usage than from any fixed or definite rule. He would, therefore, recommend that a special meeting be called, that they might come to a termination with regard to the expediency of continuing or abandoning the adit. He, for one, would not go on, unless he found they could proceed without being subjected to the annoyance of the parties who were the originators of the company, who, after getting 2000 free shares for the sett, were now throwing every impediment in the way of those who had honestly paid for their shares. As far as he (the chairman) was concerned, he would do anything to bring those parties before a competent legal tribunal.

A shareholder thought there would be no difficulty in defeating such parties by their own weapons. The 10th rule opened a fair field, as it empowered the shareholders to send in a requisition to the committee, urging the necessity of calling a special general meeting, at which meeting the shareholders had power to alter or rescind any rule or rules, and to make new ones.

After some discussion, it was resolved that notice of a special meeting be given to the shareholders, stating the objects for which such meeting is to be called.

A vote of thanks to the chairman terminated the proceedings.

We are requested to state, that the cost of hiring an engine from Messrs. Smith and Hall will be from 40l. to 50l. for three months, not for one month, as in the report which appeared in our Journal of the 8th inst.

THE LOUISE MINES COMPANY (RHENISH PRUSSIA).

A general meeting of shareholders was held at Mr. Kieckhefer's offices, on Monday the 17th inst.

JOHN BROWN, Esq., in the chair.

The Chairman said it was intended to have a meeting as soon as they could present a competent report, that report having come to hand, no time was to be lost in calling them together. He should read it to them presently, but before doing so would make a few observations. The constitution of the company was now complete under the laws of Prussia, and the shares would be delivered to them as soon as the instalments were paid, which had been stipulated for. No time had been lost in putting the mine in vigorous operation, and upwards of 100 workmen were now engaged. A contract for the disposal of the blende had been entered into of a very favourable character, 12 months with a smelting company in Prussia; that contract entitled them to 40s. per ton at the present time, and such further sum as might be produced by the manufacture into zinc, to be paid when it was sold. As to the lead produced, he would not tell them that there was little difficulty in disposing of it, although there were smelting-works at Louise, and they had not in Prussia, as in England, a Swansea, where, therefore, obliged to make the best arrangements under the circumstances, which was a certain tariff for the reduction. The only other product was iron, which they had a market at the pit's mouth, which left a profit of 80 per cent. on raising; that was the direct profit, but there would be a large indirect profit, as

Mining Correspondence.

BRITISH MINES.

ALFRED CONSOLS.—There has been no broken at Field's engine-shaft, sinking under the 110 fm. level, since the last report, in consequence of which it is reported as last—viz., 1000. per fm. The north lode, in the same level, east of this shaft, is worth for copper ore 2300. per fm.; the south lode, in the same level, east, is worth for copper ore 160. per fm. The lode in No. 3 winze, sinking under the 100 fm. level, and 14 fm. east of No. 2 winze, is worth for copper ore 600. per fm. The adit level is communicated with Painter's shaft. All the other parts of these mines are as last reported. —**MATTHEW WHITE:** Oct. 17.

ANGARRACK CONSOLS.—As our operations have been confined to the clearing and securing of Cold Harbour adit and shaft for the driving of Melanoweth adit end has been suspended, and I expect to resume driving it again in about a fortnight; in the intermediate time we shall get Cold Harbour adit cleared and secured, and shall commence driving two ends directly in this part of the set—one east on the course of a tin lode, the other north to intersect the lode known to run through the north part of the set; I expect by my next this adit shaft will be clear, so as to enter and inspect this part of the mine. —**J. BARRATT:** Oct. 17.

BEDFORD UNITED.—The lode in the engine-shaft is 2 ft. wide, producing some saving work. In the 115 fm. level east the lode is worth about 4 tons of ore per fm. In the 103 fm. level east the lode is worth from 3 to 4 tons of ore per fm. There has been no lode taken down in the 90 or 80. —**JAMES PHILLIPS:** Oct. 19.

BICTON CONSOLS.—There has been a decided improvement in this mine within the last week. A branch has been met with in the 14 fm. level, carrying lead, but the cauter is not cut. The 34 fm. level has been driven 2 fms. in tribute ground, and the end is worth 1/2 ton of lead to the fm.; the ground is firmer, and the whole character of the lode improved. In the 44 fm. level the cauter has been cut; it is a large lode, and carries lead, and appears to be more free from muddle than the higher levels. We have driven 5 fms. on the main lode, and intersected another cauter lode, 8 ft. wide, carrying lead. Little can be said of this until we have opened on its course a few fathoms; but this is a lode of very great promise, and greatly enhances the value of the mine. It appears probable that all our cauter lodes are lead, although they carry stones of copper near the surface.

BIRCH ALLER.—In the 40 fm. level, north and south of engine-shaft, the ground in either end is looking much the same as I stated last week. In the 30, south of engine-shaft the lode is not looking so well for lead as it was, but is now presenting a promising appearance, being composed of a sandy muddle, with spots of lead: the pile of stuff which is drawn to the surface from this end will make, I think, from 4 to 5 tons of lead. Since my last report we have communicated the south winch-shaft with the 15, and are preparing to throw the kibble into this shaft, to take away the stuff, &c., so as to be able to begin to sink by the latter end of next week, or the early part of the following week. I have taken the men from the 15 and put them down to the 30, to cut plat, &c., to sink a winze upon the last shoot of ore, and in doing so they have discovered a quantity of feeders or droppers, dropping in upon the foot-wall, which are composed of black and brown jack, muddle, and spots of lead, and which augurs well for making lead below. The engine and machinery are in good working order. —**G. R. OGDEN:** Oct. 15.

The lode in the 30 end is looking better; there appears to be a quantity of lead coming in over the back again. The lode in the winze is looking very promising, and is producing some lead. —**G. R. OGDEN:** Oct. 18.

BIRCH TOR.—The returns are considerably increased: 4 tons of tin have been raised within the month, and sold at 75s. 10s. per ton.

BLACK CRAIG.—In the 52 fm. level, No. 2 cross-cut south is driven 5 fms. 4 ft., and being unproductive, it is suspended. No. 3 cross-cut south is driven 2 fms. through a kindly rock, containing small branches of lead. The men under No. 2 cross-cut, in the 40 fm. level west, have some strong branches of lead with them. Other bargains are as last reported. —**R. WILLIAMS:** Oct. 17.

BODMIN UNITED.—To-day I set the engine-shaft to sink 11 fms. below the 80 on the course of the lode, to eight men and four labourers, for 1400. This is a very reasonable price indeed for sinking an engine-shaft 12 ft. long; I calculate it will be done to the 90 in about two months. We have partly cleared the 20 fm. level at Stone's shaft: four men are stopping the back of that level; 3 to 4 tons of ore have been broken there in three or four days; the lode is worth 200. per fm. We shall go on clearing the 20 east and west, also the 10 fm. level; in doing so I have no doubt we shall lay open a great deal more tribute ground. We shall also proceed with the clearing up of the shaft, so as to open the various levels to the 60, from which I anticipate good results. The tribute pitches are looking much as usual, and the tributors are getting fair wages at their respective tributes. The new shaft (John's) sinking near Wheel Messer, has been sunk 6 fms., the ground still favourable for sinking. Discoveries are being made almost daily at Wheel Messer of great importance to us. A great portion of the ore they have discovered there will eventually come into our set, and at no great depth; in fact, some portion of it is in our set already, which I shall be able to point out to the committee, when I have the pleasure of seeing them here. —**R. RICH:** Oct. 15.

The lode in the 15 level being sunk below the 80 fathom level, under the lode, and is now about 2 fms. below it, we have set 11 fms. to sink for 1400.; I expect the shaft will be sunk to the 90 in about two months. The lode in the stopes at the back of the 70 is worth 150. per fm. The tribute pitches are producing good work. We are still clearing the 10 and 20 fm. levels at Stone's shaft; the stopes in the back of the 20 are worth 200. per fm. I feel confident that we shall also raise large quantities of ore from this part of the mine. John's shaft, near Wheel Messer, is sunk 8 fms., the ground is still favourable for sinking. The mine is looking very well indeed. —**R. RICH:** Oct. 18.

BOLENOWE.—The lode in the 30 east is 2 ft. wide, and produces some malleable copper; the level west the lode is 2 ft. wide, with fine gosses, and produces a quantity of tin. The engine-shaft is now within 1 fm. of the 40 fm. level. —**WILLIAM ROBERTS:**

BORINGTON CONSOLS.—Since my last, the shaftmen have completed the plat in the 20, at Annie's shaft, and have commenced sinking below the 24, and will continue sinking with all possible dispatch until we see the lode 20 fms. deeper, and from the character of the lode in the 24, we may reasonably expect a great change. In the 24 east the lode is from 3 to 4 feet wide, composed of peach, spar, muddle, and lead, impregnated with copper ore; going west the lode is about 3 feet wide, composed of flook, spar, muddle, and lead, one part being saving work. In the 12 east the lode is about 3 feet wide, composed of flook, spar, muddle, and lead, and the tributors are laying open profitable ground; the stopes in the back of this level are yielding a fair quantity of work. The new shaft in Poultry Park Wood is down 10 fms. in a very promising lode. —**W. GODDIN:** Oct. 20.

BYNTAL.—We have driven 9 ft. north on the lode in the 12 fm. level, but have not yet reached the wall of the lode; thus far it contains a mixture of ore, but not so good as the south part; therefore, we shall now lay open a plat, and commence driving east on that portion of the lode. The men have secured a winze, plat, &c., and have just commenced sinking under the adit, on the course of the lode, which contains a little ore, but sufficient has not been done to ascertain the value of it; next week we shall be able to go more on this point. All the other operations are going on as usual. —**R. RICH:** Oct. 19.

CALLINGTON.—Kelly Bray: The lode in the 90 fm. level east is 10 in. wide, composed of spar, muddle, and spots of copper ore; ground favourable for driving—now set at 40. per fm. The lode in the 70 fm. level east is improved, being 1 ft. wide, composed of spar, muddle, and copper ore, yielding 1/2 ton of the latter per fm., worth 60. per fm. Row's lode, in the 70 fm. level east, is 9 in. wide, composed of spar, muddle, mica, and yellow copper ore of good quality. There are four small branches within 3 ft. to the south of the lode; those branches are approximating towards the lode; and should they form a junction, we might expect an improvement. Kelly Bray lode in the 60 fm. level east is 2 1/2 ft. wide, composed of spar, muddle, and spots of copper ore; the incline shaft is sinking favourably. We calculate to have about 2 fms. more to sink to intersect the elvan course; the lode is standing in the western side of the shaft. We have commenced sinking a small shaft from the surface to intersect the great south tin lode in the adit level. We expect to get it down by the end of this week; then we intend clearing the adit level, which is now full of stuff. We shall then be able to ascertain the character of the lode at that point. The tribute department, both on lead and copper, are much as usual. We shall sample a parcel of silver-lead ore on Thursday, the 20th inst., of about 20 tons. —**W. J. TAYLOR:** Oct. 18.

CALSTOCK UNITED.—The sinking list at Varnish's not being quite completed at the founding, the sinking of the lode is being suspended for the last part of the last week, and in that time the shaftmen have cut a plat at the deep adit, and are now putting in the tramroad to extend towards the muddle pitches. We have discovered a fine run of muddle about Hancock's shaft, in the side and back of the deep adit. No lode taken down in Varnish's 20 fm. level east since last report from either of the two muddle pitches in the bottom of the shallow level. We are driving to hole Hancock's shaft, to throw down the tramroad, 4 fathoms to drive from each pitch. We expect to complete Caroline's shaft to the 42 fm. level by the end of the present week, and to sink the great tin lode in Caroline's 42 fm. level east, and shall take it down this week. —**J. KERNICK:** W. COOK: Oct. 17.

CAMBORNE CONSOLS.—The lode in the 10 fm. level west is 1 ft. wide, producing 2 tons of ore, and fine gosses; the lode in the 10 fm. level east is 10 in. wide, and is now driving the 20 west. We expect to get a pitch or two in the back of the 10 in the course of next week. —**W. ROBERTS:** Oct. 15.

CARADON WOOD.—During the past week we have driven through the eastern lode at the 43 fm. level, and have driven on its course about 2 fms.; in the north end the lode is 3 ft. wide, and 2 ft. wide in the south end, composed chiefly of spar and muddle, underlying 3 ft. to the fm. The main lode at the same level is rather disordered at present. —**J. HOLMAN:** Oct. 18.

CARRACK DEWS UNITED.—Since our last report we have cut down the Battery shaft to the back of the 10 fm. level, which is 9 fms. below the adit: in this cutting we have gone through a large lode from 2 to 4 ft. wide, with good stones of ore continuing all the way down, but the water being very quick, we could not possibly unwater the level or go any deeper without machinery. In our progressive works at this level, in the sinking of the lode, we have been very successful in obtaining muddle and find in each good stones of copper. What we want is an engine, nor can we go further without that necessary appendage. About the central part of our mine we have done little or nothing since the last report, but at the eastern part of Carrack Dews we are clearing up some old workings, so old that no record is to be found when they were last worked; we have succeeded in reaching a depth of 11 fms. from surface, and find scores of fathoms of ground worked away, and in such a direction (perpendicular, horizontal and inclined) as if something rich had been found there; in fact, we have not only found a quantity of good ground, but the lode is left in a state of it varies in size from 1 to 3 ft. wide, having grey, black, and yellow copper ore, also tin and gosses, with muddle in abundance in it, but the water here also is our prevailing enemy. We are also clearing some old workings further south, on a lode which we will designate as Stevens's lode, and which we have never yet seen; but from which we are informed some fine samples of both tin and copper have been returned. Out of eleven lodes which we have running nearly parallel east and west, we have found copper in nine of them, with tin in two of the same; the other two lodes we have not yet seen below the surface. The necessary buildings are complete, with the exception of the engine-house, which ought now to be in progress. —**M. DUNN:** Oct. 12.

CLLJAH AND WENTWORTH.—Mary Ann Lode: The 16 fm. level is driven east 50 fms., lode 1 ft. wide, producing some ore, driving by two men, at 40. per fm.; the rise in the back of the 16 is risen about 9 fms., lode 15 in. wide, worth about 30. per fm., working by two men, at 20. per fathom. We have also three tribute pitches working on this lode, each working at 10s. in 1/2—Julia Lode: The 30 west is extended 8 fms., lode 18 in. wide, worth about 40. per fm., driving by six men, at 60. per fathom; the 30 east is driven about 6 fms., lode 15 in. wide, producing good stones of yellow ore, driving by four men, at 11s. per fm. The 20 east is driven about 19 fms.,

lode 2 feet wide, worth 150. per fm., driving by four men, at 70. per fm. The adit level east is driven 2 fms., lode disordered by means of a cross-course, driving by two men, at 40. per fm. The stopes in the back and bottom of the 20, east of cross-course, are still looking very promising. —**J. CUDLIP:** Oct. 13.

CLEW BAY.—In the past week we have driven the adit level at Bender 4 ft. 8 in.; the lode is 2 ft. wide, composed of quartz, capel, and killas. McCormick's shaft is sunk 1 ft. 4 in. in this week; there is no change in the ground since our last. The adit level, No. 2, is driven 4 ft. in this week; we cut the south wall in this level since my last; the lode is composed of quartz, killas, and flookan, with spots of ore. —**P. ROBERTS:**

CLOWANCE WOOD.—We have holed Jenkins's shaft from surface to adit, and expect to-morrow to commence driving east of the south lode; the lode in this end is 1 foot wide, quartz, jack, and spots of muddle and copper ore. Pearce's shaft, on Slater's lode, is sunk below the surface 13 1/2 fms.; here we have much water, and consequently our progress is slow. Bennett's shaft is sunk 14 1/2 fms. below the surface, and is suspended in consequence of the increase of water. We purpose rising against this shaft at once. —**J. DELBRIDGE:** E. CHELWIN: Oct. 17.

COMBARTIN CONSOLS.—The engine-shaft is now sunk 8 fms.; the ground at present is much stiffer than when I last wrote; there is a hard vein of capel in the shaft at present, where the greatest part of the water issues from. As the adit level will come into the shaft 12 feet under the present depth, I have every reason to believe, after we have united the adit to the shaft we shall have almost a dry shaft. The men employed in the adit are progressing rapidly; the ground is favourable. The water will come down the shaft, but the water will be very much reduced, the complete the wheel-pit in 10 or 12 days, if the weather permits. All other matters are progressing favourably. —**JOHN TREWEEK:** Oct. 19.

CONISTON UNITED.—Our cross-cuts at this mine are going on very favourably. —**JOHN BOUNDAY:** Oct. 20.

COOSILEEN MINE.—Extract of letter from Capt. Thomas, dated Oct. 10:—"I obtained some finely crystallized quartz to day, intermixed with chlorite, in the vein sinking under the 8 fm. level, east of Frith's winze; I am not sure, but the quartz appears to be auriferous; I send you a small quantity herewith. We are sinking two winzes under the 8 fm. level, on the old lode, and intend to get down as fast as possible to the 16, 24, and 30 fm. levels, which will lay open an extensive piece of ground, and as the lode is regular, and continuous in size, there is every prospect of making good discoveries of ore. In the 8 fm. level, east of Braine's winze, we have driven east 8 fms. by the side of the lode, and have now commenced to cut through it, immediately above this spot. In the former working there was a large and valuable deposit of ore, and as the lode had not diminished in size, perhaps we shall find a continuation of the deposit in the 8 fm. level. We have also commenced to cut through the lode in the 8 fm. level, east of Prichard's winze. The deep adit has been driven east on Campbell's lode about 14 fms.; it is bunchy, still there is a regular leader of ore, of rich quality, and being in whole ground it will, no doubt, add considerably to the value of the mine. We have opened the new lode 10 feet wide, and have not yet found the south wall; it is composed of elvan, quartz, and rich bunches of ore; we are driving a cross-cut on the slide, at 18s. per fm., to ascertain the size of the lode, and also for ventilation. There is a good bunch of ore in the bottom of the stopes on Campbell's lode, and we have set to eight men for the month, to sink under the deep adit a winze 9 feet long, at 100. per fm., and the men to draw up all water and stuff. On the new north lode we have set 5 fms. to drive in the adit level, at 100. per fm.; this is quite distinct from any other part of the mine, being 500 fathoms north of any other workings; we have found rich specimens of black oxide of copper, red oxide, and yellow ore; the stratum is soft white killas, or clay-slate, and I expect we shall find a valuable deposit of copper ore in this part of the mine. At surface the vein is being done in a satisfactory manner, and we are accumulating a good heap of stuff for the crusher. The reservoir is full of water, and the embankment appears strong and staunch. I am glad to inform you that in cutting through the lode in the 8 fm. level, east of Frith's winze, we have since survey-day discovered a valuable branch of silver-grey ore, quite solid, and worth 1 shilling 40s. per ton; this is important, being in whole ground, and the deepest part yet seen on the old lode."

CRAIGWEN.—We have not broken down the lode this week in No. 1 adit. The lode in the lower adit has greatly improved; it is now producing full 1/2 ton to a fathom. —**HUGH JONES:** Oct. 19.

CREETOWN.—The engine-shaft is now sunk 10 fms. 1 ft. 6 in. below the 12; the ground is still hard, with spots of copper, lead, and jack. There is no change in the rise in the back of the 12, nor in the rise in the 35 fm. level, but the stopes in the back of No. 3 level are as last reported, yielding some good copper and lead. There is no change in any other part of the mine. —**M. WOOLCROFT:** Oct. 18.

CUBERT UNITED.—The lode in the engine-shaft has not been taken down since our last report. The lode in the rise in the back of the 45 fm. level west is 15 in. wide, producing a little lead. The lode in the 35 fm. level, both east and west, is greatly improved in character during the past week; in the east end it is now 18 in. wide, with some good saving work for lead, and the west end is producing good stones of lead from its present appearance, we think before long we shall be able to raise large quantities of lead from this level. The lode in the 25 fm. level west is less productive than stated in our last, but it is 9 in. wide, and still very promising. The lode in the 15 fm. level continues to produce some saving work. The lode in the 10 fm. level, north is not so rich as it has been for the last few fathoms; driving, it is now yielding good stones of lead. There are now on the mine, dressed and undressed, about 14 tons of good ore. —**A. DAVIS:** J. TREWEEK.

CWM DARREN.—Our pay and setting day was on Saturday; we set the engine-shaft to six men, 3 fms. or the month, at 120. per fm., now down 6 fms. 5 ft. below the 20 fathom level; the lode is large, composed principally of a light coloured killas, quartz, and spotted with ore. The 20 west to two men, for two months, at 20s. per fathom, and to have 12s. in 1/2 for the ore, to pay all cost including the dressing; the lode in the present end is 2 feet wide, and will yield on average 7 cwt. of copper ore per fathom; a pitch in back of this level to four men, for two months, to pay all costs, including the dressing, at 12s. in 1/2. By the end of the week we shall finish making and erecting the new road, shaft, &c.; also fixed a new lift from the 20 to the 10, and put the former to sink with. Our pit-work is now completed, and arranged as to enable us to develop the mine with all possible dispatch. We have also erected a new horse-whim, and have so far cleared the 20 and 10 as to enable the tributors to commence working. We hope now to be able to reduce these expenses, but more has been done by the tradesmen in the last two months, than during the previous six months. —**M. BARBERY:**

DEVON AND COURTENAY.—The lode in the winze in the bottom of the 80 will turn out 5 tons of good ore per fm. Every other part of the mine is the same as last reported. —**T. BAWDEN:** Oct. 18.

DEVON CONSOLS WEST.—The ground in the cross-cut is still hard and spare for driving; we are still intersecting small branches, composed of spar, peach, priam, muddle, and spotted with lead ore. There is a quantity of water rushing from the end; I think we are not far from the lode. The men are working well, and we are making every exertion to cut the great gossan lode, where we expect to have some thing good. —**JOHN RICHARDS:** Oct. 14.

DEVON WEST BEAM.—The ground in the cross-cut driving south of the engine-shaft, in the adit level, to intersect the great copper lode and others, is a little softer than when last reported on. In driving the cross-cut north in the 30 we have intersected the third north lode, and have cut into it about a foot, to all appearances it is a large and most promising lode, producing a little tin; we cannot say its size as we have not yet reached the north wall, we shall be able to write more fully on our next. The lode in the end driving west of the engine-shaft, in the 40, is about 3 feet wide, and still producing tin, looking very promising. You will see in our last report we discovered a lode in the adit level west of the winch-shaft towards the granite; we cannot say its size, as we are only carrying a part, about 4 feet wide, yielding a little tin, we shall continue the driving on its course about 3 or 4 fms. further, when we shall cross-cut to the north wall; this lode affords every encouragement of making large quantities of tin, more especially when we get nearer the granite. We are driving a cross-cut south for a few fathoms in the 20, about 27 fms. west of the engine-shaft, and if it proves to be a part of the lode standing to the south. We are stopping the backs of the 20, about 24 fms. west of the engine-shaft, on Brook's lode, and are daily raising good tin work, much better than any we have heretofore made with. Our prospects at present are very encouraging. We have the stamps at work, and shall shortly get another parcel of tin for sinking. —**M. STEPHENS:** W. HOSKING: Oct. 19.

DRAKE WALLS.—We have resumed sinking Matthew's shaft below the 70 fm. level in the past week. The branches in the 70 fm. level, east of Matthew's shaft, are producing good saving work for tin; in the 70 fm. level, west of said shaft, the branches were about 3 fms. north; we are now driving west on the course of the said branches; we have a very promising piece of ground in the back of this level. We set a rise in the back of this level yesterday to four men, to rise on the cross-course, so as to lay open ground for stopping. The stopes in the back of the 60 fathom level, east of said shaft, are producing good work for tin. The branches in the 50 fm. level, east of Matthew's shaft, have rather improved for tin in the past week. We have set to six men a rise in the back of this level on the cross-course in the past week, to lay open ground for stopping. The stopes in the bottom of this level are producing tin stuff of a coarse quality. We have not met with anything new in the cross-cut south, in the 60 fm. level, since last reported. The branches in the 70 fm. level, east of said shaft, are producing good work for tin. There is a quantity of water rushing from the end; I think we are not far from the lode. I can speak confidently of the undertaking, as in all my experience I have not seen any other mine presenting so generally favourable indications of the highest order. —**J. VINCOS:** Oct. 20.

DREWSTEIGNTON.—Since the last report, we have sunk the air shaft to the depth of 9 fms. 3 ft., which I hope to communicate to the adit level in the course of a few days; then we shall have good air to clear out the adit to the line quarry, where it is altering the lode, the I can mention the lode, as we have only the north part of it, that being 2 ft. wide, spotted with yellow copper ore. It has quite the same appearance as when last reported. —**T. GIDLEY:** Oct. 19.

EAST BOSORN.—We are obliged to stop sinking the shaft, on account of the water being so quick, and have put the men to work on the spar lode, east of Wheel Betsy adit level, about 40 fms. behind our present end, and am very glad to report to you that we have a good lode, producing excellent stones of tin. The men are still driving the adit level east from the shaft, so as to intersect some other lode—no alteration. We have made a purchase of a 44-in. smith's bellows, an anvil, vice, sledge, 16 smith's tongs, a hearth eye for the bellows, a cast-iron trough, about 2 cwt., and some smith's hammers, for 60. 10s., which I have paid this day, and the materials brought on the mine. I consider this a very cheap bargain, as the materials were sold by auction, but the day of sale being very wet, and no one attending, they were sold by private contract by the person belonging to them at the time, and were immediately for Australia; therefore he was compelled to let them go so cheaply; they are well worth from 120. to 140. I have seen Mr. Holman, and he says he is waiting for the specifications. I called at Mr. Eustice's house, but he was from

the iron ore a quantity of lead, such as the specimen now produced, was brought at the expense of the iron, a quantity of which was so rich that it did not require any stamping operations.

A SHAREHOLDER enquired what quantity of the iron ore they were raising? The CHAIRMAN replied they had not sufficient hands to raise a large quantity; they could also have machinery, and houses for the workmen. There was no difficulty in obtaining labour, but in that country they must be provided with food and lodging. At Obberdell at the present time, they were supplying between 400 and 500 workmen with food and lodging, from which a profit was derived, and every exertion was being made for similar arrangements at the Louise Mines. By this time he hoped a house, capable of accommodating 100 workmen, was roofed in. Another important subject would allude to was the transport of their produce. At present the road was 10 miles from the port on the Rhine, but a new macadamised road was now nearly completed, which would reduce the distance to eight miles, and effect a saving of 10 per cent. on the carriage. These mines were situated in a valley, and very different from ordinary German undertakings. They had no objection to mine on mountains, but had not the courage to operate in valleys, as they could not pump the water without the aid of a steam-engine, which this company intended to erect. At the request Mr. Robert Smith had written to Capt. Phillips to report upon the mine, and the prospects of the undertaking. The accounts would be furnished as soon as possible, which he believed would show that all the minerals had been raised in a considerable profit. He was captain of the Devon Great Consols, had much experience from Germany, was at the present time principal of the Gladbach Company, and a gentleman upon whose opinion every reliance could be placed. He (the chairman) read the following report:—

Gladbach, Oct. 1.—I beg to hand you the following reports of Dorothea and Louise. On entering the adit at Dorothea, my attention was first drawn to the stratum of beautifully mineralised grauwacke, which has been driven through for about 40 fms., which point there is a very strong looking lode, varying from 20 to upwards of 30 in. width, with two well-defined walls, the bearing of which is about east and west. There is a level driven in an easterly direction on the north part of the lode, about 10 fms. through a splendid course of the finest quality iron I ever saw, averaging from 10 to 15 ft. wide, some part of which will yield good work for lead that can be cleaned from the waste, and a great quantity which will require it; a few fathoms from the commencement of this driving I saw a branch of lead in the bottom of this level which will turn out at least 3 tons per fm. Judging from what has been taken away from the bank of this level, it is beyond a doubt there are good branches of lead going down in the bottom in this end; they have at some former period met with a small lode, which has the lode, and nothing has been done since in order to find it. About 10 ft. to the south of this level there is another driving, about 12 fathoms on the 4 to 5 ft. wide, which is a part of the same lode, and has been taken away from the surface, but everything in the bottom remains untouched, with the exception of a sink which is about 16 ft. deep; the bottom of this I could not see in consequence of the water, but for a foot or two above the surface of the water the lode is looking well, and will turn out 1 1/2 ton of lead to the fm.; this end has been driven far east as to cut the before-mentioned slide, and abandoned; 2 fms. to the south there is another driving, of about 20 fms. through a leader about 3 feet wide, where there is a part of the mine employed in taking away the backs in a very nice looking lode, which will yield at least 2 tons of lead per fm.; there are a great number of such lodes to be taken away in this level, and I have no doubt but every foot will prove as productive as where the men are now employed; the ore in the bottom of this level remains untouched; this level has been extended as far east as the above-mentioned slide, and stopped. After seeing this I returned to where they first cut the lode, at which point they have a shaft about 5 fathoms below the adit, which is the best point, and of course the most important part of the mine; the lode is the best still shows its masterly appearance, the north part of which it cut through, has about 20 feet wide, showing a leader on the north wall about 7 ft. wide, of the best quality iron; 8 ft. to the south of this leader they have commenced two ends, one east and the other west on a leader of the lode, which is about 4 feet wide, composed of lead, blende, and a little iron; each of these ends will turn out full 1/2 ton of the former per fm., and continues to improve daily. All the leaders in the level are still standing to the south of the shaft, and cannot be reported on before they are laid open by a shaft. There is no report on the western part of the mine, as all their former workings have been to the east of the adit level. This mine, as this mine is situated to the east of Dorothea, on the same lode, and in the same conical stratum; from the entrance to where the adit is intersected the lode is about 50 fms., after which there is a level driven east on the course of it about 45 fms. through a splendid lode, varying from 25 to upwards of 30 feet in width; in the back of this driving the lead has been taken away in places where it is very evident from what remains they must have had splendid courses of ore; but the men and blende, which was the most valuable, they still standing in bunches to be extracted, as there is but little of nothing done to the bottom of this level, there must be some very fine courses of ore to be taken away as soon as things are brought to a proper state for working. After driving the 45 they sunk a shaft about 6 fms. deep, cut the lode, and drove east on the course of it about 42 fathoms, through a splendid course of ore: the lode in places in this driving is at least 35 feet wide, and the most extreme point east, where the lode is hove by a small slide, will yield 1 1/2 tons of lead per fm., the other part of which is the finest quality iron and blende. This point there is another lode running to the south of east, which has been driven about 7 fms., averaging about 2 ft. in width, composed of lead, copper, and a little blende, with 1 ton of the former per fathom, and is a very promising little lode; this lode in the back and bottom presents a most magnificent appearance, and cannot be spoken too highly of, for it is the most masterly looking lode I ever saw at this depth, which is only 12 fms. from surface; to the west of the shaft in this level, which is in the direction of Dorothea, the men are employed in taking down the slide level, which is a part of the lode, being about 12 ft. wide, composed of lead, rich iron, and a little blende, yielding about 1 1/2 ton of the former per fm.; I cannot say whether of a lode driven in this direction, as there is some stuff run down from the old workings, which prevented me from seeing more than about 20 fms. on the course of the lode, the size of which is from 20 to nearly 40 feet wide. I have not a doubt when this level is cleaned out and properly secured that it will be found as rich as the eastern one, as it appears from what has been done in the back there must be some very fine courses of ore gone down. —**F. PHILLIPS:**

The CHAIRMAN, in reply to enquiries by shareholders, said they could go down to 15 fms. with a horse-whim. The dues were 1-10th to the Government—not as Cornwall, but 1-10th of the stuff raised, and as they had no means of dressing it, a Shareholder wished to know whether they intended erecting a steam-engine on the mine, and what would be the probable expense? The CHAIRMAN said they intended erecting an engine as soon as possible. Great care had been exercised in selecting the proper spot, and it was expected to be in working order by the spring, at an expense of about 30000. Everything had been done to carry out the affair in a prosperous manner, and he had not the least hesitation in telling them that all their labour cost would be defrayed out of their produce, and a large surplus left, although they would understand that the machinery and engineering would be the capital. A Shareholder enquired whether they had any idea of becoming their own smelters? The CHAIRMAN said eventually they would, as furnaces could be put up at an expense of from 10000. to 12000. At the present time the Eschweiler Company took their materials at a very small profit, to keep their works in full operation. They had the valuable assistance of Mr. Obert in making these arrangements, which was a matter requiring the greatest care and attention in that country. The proceedings terminated with a vote of thanks to the chairman, for the able and judicious conduct of the business. Capt. Phillips's report, which gave great satisfaction, was ordered to be printed.

SILVER-LEAD MINING IN SWEDEN.—Among the numerous adventures recently commenced for the development of the mineral riches of various districts of Northern Europe by the investment of British capital, many of which hold out the promise of very profitable results, we have now to notice the Delecarlia Silver-Lead Mining and Smelting Company, formed with the object of working some valuable mineral property in the parish of Wester Berge Slagen, in the province of Delecarlia, Sweden, extending seven English miles in length. The property is divided into three parts, South, Middle, and North, the two former comprising several mines, of which the Mo Mine, the Long Mine, and the Mellan, are now at from 12 to 20 fms. deep, producing about 20 tons of ore per week. The third part, the North, is the Nora and the Silverdruden, the latter recently opened, the former a very ancient one, unworked since 1754, at present full of water, and supposed to be very valuable. It is recorded in the official documents of Sweden, kept by Government, that the lode worked in this mine at the time of its inundation (1754) was yielding 100 lbs. of pure silver per fathom, and lead sufficient to pay all expenses of raising and smelting the ores. There are extensive smelting works attached to the mines, with 30 acres of land adjoining, and water power equal to 300 horses, all freehold, and consequently situated for facilities of water traffic. Large heaps of bauxite are piled up at surface, rich in silver, the remains of former smelting, and which will probably cover the entire purchase of the mines and smelting works. Grenville Withers, Esq., and Capt. Thomas Dunn, have inspected and reported at length on the property, and fully bear out that it is advanced in the prospect; and in their recommendations of the best methods to pursue, strongly urge the immediate clearance of the Nora Mine to ascertain the value of the lode, stated to be so rich, and now unworked for a century. The capital is 50,0000. in 10,000 shares, 20 of which are held by the Government. The property is valued at 30,0000. The first instalment, 1,335 shares will only be issued, which will provide ample capital for commencing operations; the remaining 16,665 will be issued at par among holders of the previous issue, to work those mines likely to yield the largest returns; and should it afterwards be decided to work the whole property, the shareholders will be called together to raise further capital. It is estimated that on the enlargement and operation of the smelting works, 1500 tons of lead, and 75,000 cwt. of silver may be produced annually, with a profit of 22,0000. which may be increased by some 70000. by the shipment of about 10000. tons per annum in the richer ore to Swansea; this realising a profit considerably over 50 per cent. on the issue of 50,0000. The produce of the ore, as per assay by Messrs. Johnson and Sons, is 60 per cent. for lead and 5 dwts. of silver to the ton of ore. The company will be incorporated under the mining laws of Sweden, which limit the liability of shareholders to the amount of their subscriptions.

SILVER MINING IN NEW MEXICO.—A very profitable business is being carried on in working the silver mines and smelting the ore in New Mexico. The ore used is very crude and primitive, and yet workmen have been able to extract 150 from a mule load, or 300 lbs. of ore, and smelting five such loads is an ordinary day's work. The result of the smelting has proved that over 50 per cent. of the ore is lost in the first smelting. Adding the two together will give the amount of 1200 lbs. of silver, and five loads per day will yield 6000 lbs. of silver, or 120000 lbs. of silver per day's labour. The ore is found to any extent, and the little cost at which it is extracted makes this an exceedingly profitable business. —**New Orleans Com. Bul.**

MINERAL WEALTH OF NEW ZEALAND.—We understand that Mr. J. Winchcombe, whose previous pursuits have especially qualified him for mineral investigations, has formed a party of four for the purpose of further exploring the Coromandel auriferous district; and that his party, having obtained the free prospecting licences now available, have left town to prosecute their undertaking, the results of which

home; I left word that I wanted to see him. I have not set the mason-work as yet, as the masons are uncommonly busy, but shall do so shortly. However, we will get all our work forward in time for the engineers. —T. CARLTON: Oct. 13.

EAGLEBROOK.—Our engine-shaft is nearly down to the adit level, the ground is a little softer, in a good lode; and our western shaft is in a beautiful lode, with stones of ore, 1 cwt. solid; nothing can look better. I will send you the cost, with a full report, next week. —HENRY FRANCIS.

EAST CROWDALE.—Our prospects have not changed materially since my last. We are busily engaged in dressing for the next sampling. —Oct. 13.

EAST POLGOOTH.—Some of the shaftmen this week have been assisting the carpenters to get up the capstan, whilst the others have been employed getting things in order for dropping the large lift. In the 30 end west we are still driving by the side of the lode; from what we can see of it, it is presenting a good appearance. The stopes east and west in the 30 are much the same as last reported. The 30 end is still improving—a very promising lode, with some splendid stones of tin. The stopes in the back of the 20 are turning out some good work. There is no alteration in the cross-cut in the 30. The engineers are getting on well with the engine. We are progressing with the burning-house and other work as fast as possible. We have a splendid lot of timber now being brought on the mine, which Captain Dunstan purchased at Devonport remarkably cheap. —Oct. 13.

EAST WHEAL GEORGE.—We have not as yet intersected the lode in the 41 cross-cut. Water is issuing very strong through the capels, which makes it difficult for driving. I hope to see the work carried out as ordered. —Oct. 13.

EAST WHEAL RUSSELL.—We have no alteration in any of the levels except the 55 east, which has become much harder, since my last report. All the levels driving east are producing ore. Hitchens's shaft is still in strong gossan. We are driving the adit level with all possible speed, and are still driving on the south part of the lode in the tunnel level end. The tributers are bringing out good work from the back of the level. —W. METHERELL: Oct. 20.

EAST WHITE GRIT.—We are still engaged in driving the cross-course to the deep level; the driving, also, is continued in the 20 m. level without any alteration since my last. —R. P. EDLSTON: Oct. 19.

EXMOUTH AND ADAMS UNITED.—The invoice of castings for the rods, &c., at Williams's shaft, has arrived, and I expect the goods will be brought on the mine to-morrow. Mr. Rian has written to say that the cylinder and case for the new engine is on its way up, and that arrangements are made for carriage and delivery of the machinery. It is more than probable that the walls of the engine-house will be finished this week. The stack is being built satisfactorily. Ponters's shaft is down full 10 fms. below the surface, but the ground is somewhat harder. There is no alteration in the south adit level since I last reported on it. The tributers are raising ore faster than can be taken away from the shaft, consequently I have stopped a couple of the pitches on high tribute, and I think it prudent to stop one or two more next setting day; at the same time reserve the authority to increase the number of hands in the low tribute pitches, and at any time when it may be thought proper. The western lode is looking exceedingly well, from which is extracted a large quantity of lead by the tributers, who are earning very good wages in their respective tributes—43s. and 39s. per ton. I do not know of any more essential information to forward by this post. —J. HAMPTON: Oct. 17.

FAT-WORK AND WHEAL VIRTE.—Our shaftmen are now engaged in driving north and south in the 20 level, on the course of the lode, which is about 1 ft. wide, with a little tin. At the 10 north we have intersected the cross-course, which we are not as yet through; in driving south in the same level the lode is about 1 ft. wide, with occasional good stones of tin; the stopes above the back of this level are at present poor for tin. In the adit level south the north lode is about 18 inches wide—poor for tin. In driving south on the south lode we have intersected the cross-course, which we are not as yet through; the stopes above the back of this level are yielding a little tin. Temblin's lode in the 16 is from 18 in. to 2 feet wide—poor for tin. In the 10, since my last, we have had to the old mine, and have taken on present appearances they have taken away many fatious of backs at this point. All other operations are much the same as when last reported. Our machinery is in good working order.

FOX TOR (TS).—On Monday night we finished the wheel-pit, and the axle was laid across, and everything completed to receive the arms and build the wheel. The carpenters are hard at work on their contract, the 14-in. pumps are being lowered, and I feel now assured that in 14 days we shall assume a grand position. Our miners are preparing for the tribute ground, and with the high prices of tin, I have little doubt but the first bargains will be as low as 4s. in 17; we can employ 30 men in this way, which will leave a handsome profit to the shareholders. —Oct. 18.

GAWTON UNITED.—The ground in Bayly's shaft continues favourable for sinking. The lode in the winze in the bottom of the 10 m. level is 2 ft. wide, composed of spars, mounds, and yellow ore—a good lode. We have commenced driving the deep adit level as far as the cross-course south, and shall commence driving in the beginning of next week. In clearing the level east of Sims's shaft we find the lode 3 ft. wide, composed of spar, mounds, and spots of ore. —JOHN BRAY; H. HONSWILL: Oct. 19.

GEIFRON.—I have suspended the 15 m. level for the present, and put three of the men in Young's shaft to make greater progress in sinking. This week I put men to cut drains from the old men's workings to prevent the water from sinking to the shaft, and in doing this they crossed the back of the lode, and found some good stones of lead, which is very promising, and I have no doubt when we are down 20 fms., and commence driving, from the present position, we shall have a good lode. Turner's shaft is sunk 5 fms.; the ground harder than we expected, being entangled with floors of spar, but I am daily expecting a change of ground. We have four men driving west on the great tin lode in the adit level; the lode has increased in width to 8 ft., composed of mounds, black lead, copper, tin, and a branch of white lead 3 in. wide; should the lead continue it would more than pay for driving the end, I think, however, it is an indication of copper or tin ore. We have commenced driving east on this lode in this level with two men, 3 ft. wide, 1 ft. 18 in. wide, with a promising lode, and I think we shall have still further improvement in the lode, and the great eastern lode. We are compelled to drive here in order to ventilate the deeper levels. —PETER PASCOE: Oct. 16.

LEWIS.—The engine-shaft is sinking with all possible speed, and is now down 4 fms. below the 100 m. level. In the 100 there is no alteration since my last report. The south lode, in the 90 m. level, east from tin shaft, is 2 ft. wide, worth 10/ per fathom; the north lode in this level, east from Præd's shaft, is 2 1/2 ft. wide; low price stamping work. This lode, in the rise at the 80 m. level, east from Præd's shaft, is 1 1/2 ft. wide, opening tribute ground. In the 70 and 60 m. levels it is about 18 in. wide—low price stamping work. —M. REED: Oct. 13.

LOVEDEN UNITED.—The lode in the 10 m. level, east of engine-shaft, is from 5 to 6 feet wide, composed principally of quartz, with a mixture of clay-slate, blende, copper, and silver-lead ore, yielding at least 10 cwt. of ore per fathom, and from 10 to 12 cwt. of lead per fathom. The lode in the same level west from the engine-shaft, the part we are carrying for the level, which is 5 feet in breadth, will yield at least 25 cwt. of lead ore per fathom, and from present appearances, if taken down to its full size, it would produce 2 tons; this is a very great improvement since my last report. The two stopes in the back of the adit level are yielding 10 cwt. per m. each. The shaft sinking under the adit level, in Pen-y-Bank, is in a hard stratum of ground, but we expect shortly to get through this floor, and be in a softer lode. Our dressing department are proceeding satisfactorily; we expect to sample 20 tons on the 27th instant. —T. W. THOMAS: Oct. 20.

LYDDARD COLLS.—The lode in the western adit level is full 3 ft. wide, composed of flookan, priant, and mounds, thickly spotted with lead ore, and is exceedingly kindly. —J. RICHARDS: Oct. 19.

MILL POOL.—The flat-roof shaft is sunk 5 fms. under the 48 m. level; for the last 6 feet the lode has been split into two parts; the south part, on which we are sinking, is about 18 in. wide, with stones of tin; the north part, as it went out of the shaft, is about 2 ft. wide, good work for tin. The 48 m. level is driven east 20 fms., 15 fms. of which is through good tin ground, but for the last 4 or 5 fms. the lode has been small and the ground hard; at present the ground has a more favourable appearance, from which we expect the lode will improve shortly. We have a winze sinking under the 38, just over the present 48 end, where the lode is 18 inches wide, worth 30/ per fathom for tin. The 48 is driven west 15 fms., through good tin ground, but for the last 3 fms. the lode has not been so good, and is composed of having four cross-branches in about 3 fms. driving, which rather disordered the lode, which is at present about 2 1/2 ft. wide, opening tribute ground; we expect this will improve considerably in a few fms. driving, as we are not yet under the run of tin ground we had in the 38. We have a winze sinking under the 38, about 10 fms. west of the present end, in which the lode is 2 ft. wide, worth for tin 60/ per m. In the 35 m. level, 30 fms. west of the flat-roof shaft, we have driven a cross-cut north, and in the present end there are several small branches dropping in from the south; the stopes over this level continue to yield fair quantities of good ore near first-stuff. The western shaft, sinking under adit, on Ellery's lode, is communicated with the 10 m. level, where we shall cut a pit, and resume driving west, where the lode is 1 ft. wide, producing tin stuff, worth from 3s. to 4s. per barrow. We shall have 3 1/2 tons of tin ready for sale by Saturday next. —W. OATS, Jun.: Oct. 10.

MOLLAND.—Some of the sunpenn in the past week have divided and caused down the shaft, and put in a footway to the 62, whilst the rest have been stopping in the back of the 52 east, in consequence of the non-arrival of the pumps, but I am now, however, happy to state that the pumps are all here, and will shortly be fixed, and the engine raised from the 52, and we shall cut west, &c., preparatory to driving at this point. The lode in the 52 east is at present small and unproductive; the stopes in the back of this level will produce 2 tons of ore per m. The lode in the 42 east is 3 ft. wide, mixed with killas and spots of yellow ore of good quality; this end is suspended, and the men will shortly commence sinking a shaft on the back of the lode in the open cutting; in the stopes in the back of the 42 east no lode has been taken down since last week. At the adit, in the eastern hill, we have for the last 4 or 5 fms. driven on a branch varying from 9 to 6 in. wide, with spots of yellow ore; and in the present end there are several small branches dropping in from the south, but notwithstanding these indications I have suspended this end, and put the men back a few fathoms to strip down a branch in the side; in the course of a week or two we shall be able to ascertain whether there is any lode gone off in that direction. We are preparing to send off the ore. —T. BENNETT.

NANTEOS AND PENRHIL UNITED.—The 46 m. level, west of Taylor's shaft, is very much improved in the last week; the lode in the same level is from 4 to 5 ft. wide, composed of killas, intermixed with soft spar and lead ore, yielding about 15 cwt. of the latter per fathom. The lode in the stopes in the back of the 40, on the south lode, over the cross-cut, is 4 feet wide, yielding 8 cwt. of lead ore per fathom. The lode in the stopes in the back of the 30, on the south lode, 130 fathoms east of the cross-cut, is 4 feet wide, yielding 8 cwt. of lead ore per fathom. The lode in the same level, going west of Taylor's, is much the same as last reported; the lode is still large, and spotted with lead ore. The lode in the stopes in the back of the 20, on the north lode, 5 fms. west of the engine-shaft, the lode is 3 ft. wide, yielding 6 cwt. of lead ore per fathom. The lode in the stopes in the back of the same, 90 fms. east of Taylor's shaft, is 4 feet wide, yielding 8 cwt. of lead ore per fathom. The lode in the stopes in the back of the 20, under the south shaft, is 2 yards wide, yielding 12 cwt. of lead ore per fathom. The deep adit level, east of the rise, at Kytumtean, is in a lode 2 feet wide, composed of spar, mounds, and black jack, but unproductive for lead ore. The Penrhil Mine is again drained to the 36, and the pitman engaged in repairing the winch-mine, to be in time for the new drawing-machine, which we expect will be ready in eight or nine days from this time; 20 tons of lead ore was sampled on Monday last. —JOHN WILLIAMS: Oct. 17.

NORTH BASSET.—In the 102, driving west of the new shaft, the lode is 2 ft. wide, worth 15/ per m. In the 92, driving west of the new shaft, the lode is 2 feet wide, worth 7/ per m. In the 52, driving west of Lyle's shaft, the lode is producing good stones of ore. There is no material alteration to notice in any other part of the mine. —T. GLANVILLE: Oct. 15.

NORTH DOWNS.—In the rise above the 100 no lode has been taken down this week. In the 90, east of west shaft, the lode is 20 in. wide, worth 20/ per m.; in the stopes in the bottom of this level the lode is 3 feet wide, worth 60/ per m.; in the stopes in the back of this level the lode is 18 in. wide, worth 10/ per m. In the 70

some others; this lode is showing good stones of lead; we are this day bringing up some good work from this end. The 30 is still in good ground, and making good progress in driving. The ground in the south winch-shaft is also improving for sinking, and I have set three men on in addition, to form a communication at the earliest period. —H. RICHARD: Oct. 17.

HINGTON DOWN CONSOLS.—Dodge's winze is resumed sinking below the 65 m. level on a large and productive lode. James's winze is also communicated with the 65 m. level. The 65 m. level, east of the said winze, is yielding some good saving work, as also the 55 m. level, east of Forrester's winze. The stopes in the back of the 65 m. level will produce 6 tons of ore per m. All other points of operation continue stationary. —W. RICHARDS: Oct. 16.

HOLMBUSH.—Nothing has been done below the back of the 145 m. level since last reported, consequently there is no alteration. The pitches in the bottom of the 132 are looking much as usual. The flap-jack lode in the 120, west of the great cross-course, is 2 1/2 feet wide, producing three tons of copper ore per m.; the lode is larger in the bottom of the level than it is in the end. We propose putting a pair of men to cut the lode in the 110 in a short time. The ground in the 120 cross-cut, south from the eastern end, is favourable, being beautiful killas; the tribute pitches over this cross-cut, in the bottom of the 110, are producing a fair quantity of ore, and the lode nearly downright; and should the part of the lode on which the 120 east is extended be the same as we have at the 110, the latter must change its underlie very quick. The flap-jack lode in the 124, west of Wall's engine-shaft, is 3 ft. wide, composed of spar, mounds, and a small quantity of wolfram, and stones of copper ore. The Holmbush or main lode in the 124, west of the said shaft, is 15 inches wide, producing stones of ore, priant, and spar. —W. LEAN: Oct. 18.

HOPE VALLEY.—We understand that a great improvement has taken place in the appearance of these mines. In the 35 m. level, driving south, the lode is said to be 4 ft. wide, with a leader of lead ore in it about 9 in. wide. Our informant expresses no opinion as to the results, but states that at present it has a splendid appearance.

KENMARE MINES.—Report for October, 1853:—On Friday next I expect the fork in Croker's shaft will be cleared, and the men ready to sink. We have made a contract to sink 10 fms. for 90/, being an average of 9/ per fathom, which is a moderate price for sinking an engine-shaft. In the 36 end, west of Croker's shaft, the underlie of the lode is north instead of being south, and the ground (white killas) is much disordered and twisted. There is a strong hard lode, with yellow ore, in the 46, west of Croker's shaft, south part, and we find occasional specimens either of specular iron or antimony, I cannot say which, but I think it would be desirable to send a box of them to London for examination. In the bottom of the 27, No. 6 in section, a large piece of the lode was left untouched in the former working; the north part contains quartz, yellow and grey ore, and on the south part there is a branch of yellow ore, 3 in. wide. We hope to sink No. 23 winze, which is under No. 16 section, under the 36 end of Croker's shaft, and it will lay on ground for stopes; and in order to facilitate the boring of No. 17 winze from the 46 to the 56, we have put men to rise against it in back of the 56; this ground will make good stopes.—I have just been underground, dialling the 46 m. level, west of Croker's shaft, and also east; the 46 end on south part is producing large stones of quartz, mixed with good yellow ore. In the end west, on north part, the lode is cauter, that is, the lode runs in an oblique direction to the stratum, and cuts through it, the direction of the stratum is about due east and west, and the lode north-west. The lode in the south end going west runs 10/ north of west. In the 56 m. level, west of Croker's shaft, the lode is passing through a change of stratum, the north side being white killas, containing purple ore. The middle of the end is composed of light coloured elvan, finely granulated, and slightly interspersed with yellow ore. In driving 2 or 3 fathoms further west I expect to find the lode much more productive than at present, as the end will then be under the ore ground discovered in the 46, about No. 9 winze. The lode in No. 23 winze, under the 56, looks well. —W. THOMAS: Oct. 18.

KESWICK.—At Brandley, six men are driving the cross-cut in the 30 m. level, ground very hard. Four men are sinking the engine-shaft below the 40. At Stoncy, Croker's shaft is sunk 3 fms., and the end of the shaft is 19 fms. deep. At Barrow Mine, the lode in Wilkins's level is worth 6 cwt. of ore per fathom. The lode in the middle level is worth 4 cwt. of ore per m. The bottom level rise is worth 5 cwt., and the lode in the sump 10 cwt. of ore per m. At Thornthwaite, we have not yet drained the sump in the 27 m. level, but have now easier ground in the 37, where we are driving through the vein obliquely, which has drained the sump a little, and I have good hopes we shall now get on somewhat better. The stopes in the 14 m. level, of ore per m., and the lode in the sump for 4 fms. in length is worth about 35 cwt. to 2 tons of ore per m. —R. B. SHEPHERD: Oct. 15.

KILBRICKEN.—The 30 m. level, south of new engine-shaft, still continues to produce good stones of lead and jack, and has laid open a very rich lode in the bottom of the level, and the 30 m. level, and the end driving north from the bottom of the winze produces a great deal of jack, with some spots of lead. In the 20, north of old engine-shaft, we have abandoned driving the cross-cut east, and are now driving a cross-cut west on the same branch, which produces some good lead and jack. In the 20, east of old engine-shaft, we have cut another vugh, and some beautiful stones of ore; I trust we shall find a further improvement as we progress. The winze in the 16 north yields a little ore, as well as the 16 driving east. —JOHN PAUL: Oct. 17.

LEEDS TOWN CONSOLS.—The engine-shaft is now down 10 fms. below the adit level; the men are casing and dividing the shaft to bring the kibble to bottom; when this is done we shall commence driving the cross-cut to cut the tin lode. We have a cross-cut sunk 5 fms.; the ground harder than we expected, being entangled with floors of spar, but I am daily expecting a change of ground. We have four men driving west on the great tin lode in the adit level; the lode has increased in width to 8 ft., composed of mounds, black lead, copper, tin, and a branch of white lead 3 in. wide; should the lead continue it would more than pay for driving the end, I think, however, it is an indication of copper or tin ore. We have commenced driving east on this lode in this level with two men, 3 ft. wide, 1 ft. 18 in. wide, with a promising lode, and I think we shall have still further improvement in the lode, and the great eastern lode. We are compelled to drive here in order to ventilate the deeper levels. —PETER PASCOE: Oct. 16.

LEWIS.—The engine-shaft is sinking with all possible speed, and is now down 4 fms. below the 100 m. level. In the 100 there is no alteration since my last report. The south lode, in the 90 m. level, east from tin shaft, is 2 ft. wide, worth 10/ per fathom; the north lode in this level, east from Præd's shaft, is 2 1/2 ft. wide; low price stamping work. This lode, in the rise at the 80 m. level, east from Præd's shaft, is 1 1/2 ft. wide, opening tribute ground. In the 70 and 60 m. levels it is about 18 in. wide—low price stamping work. —M. REED: Oct. 13.

LOVEDEN UNITED.—The lode in the 10 m. level, east of engine-shaft, is from 5 to 6 feet wide, composed principally of quartz, with a mixture of clay-slate, blende, copper, and silver-lead ore, yielding at least 10 cwt. of ore per fathom, and from 10 to 12 cwt. of lead per fathom. The lode in the same level west from the engine-shaft, the part we are carrying for the level, which is 5 feet in breadth, will yield at least 25 cwt. of lead ore per fathom, and from present appearances, if taken down to its full size, it would produce 2 tons; this is a very great improvement since my last report. The two stopes in the back of the adit level are yielding 10 cwt. per m. each. The shaft sinking under the adit level, in Pen-y-Bank, is in a hard stratum of ground, but we expect shortly to get through this floor, and be in a softer lode. Our dressing department are proceeding satisfactorily; we expect to sample 20 tons on the 27th instant. —T. W. THOMAS: Oct. 20.

LYDDARD COLLS.—The lode in the western adit level is full 3 ft. wide, composed of flookan, priant, and mounds, thickly spotted with lead ore, and is exceedingly kindly. —J. RICHARDS: Oct. 19.

MILL POOL.—The flat-roof shaft is sunk 5 fms. under the 48 m. level; for the last 6 feet the lode has been split into two parts; the south part, on which we are sinking, is about 18 in. wide, with stones of tin; the north part, as it went out of the shaft, is about 2 ft. wide, good work for tin. The 48 m. level is driven east 20 fms., 15 fms. of which is through good tin ground, but for the last 4 or 5 fms. the lode has been small and the ground hard; at present the ground has a more favourable appearance, from which we expect the lode will improve shortly. We have a winze sinking under the 38, just over the present 48 end, where the lode is 18 inches wide, worth 30/ per fathom for tin. The 48 is driven west 15 fms., through good tin ground, but for the last 3 fms. the lode has not been so good, and is composed of having four cross-branches in about 3 fms. driving, which rather disordered the lode, which is at present about 2 1/2 ft. wide, opening tribute ground; we expect this will improve considerably in a few fms. driving, as we are not yet under the run of tin ground we had in the 38. We have a winze sinking under the 38, about 10 fms. west of the present end, in which the lode is 2 ft. wide, worth for tin 60/ per m. In the 35 m. level, 30 fms. west of the flat-roof shaft, we have driven a cross-cut north, and in the present end there are several small branches dropping in from the south; the stopes over this level continue to yield fair quantities of good ore near first-stuff. The western shaft, sinking under adit, on Ellery's lode, is communicated with the 10 m. level, where we shall cut a pit, and resume driving west, where the lode is 1 ft. wide, producing tin stuff, worth from 3s. to 4s. per barrow. We shall have 3 1/2 tons of tin ready for sale by Saturday next. —W. OATS, Jun.: Oct. 10.

MOLLAND.—Some of the sunpenn in the past week have divided and caused down the shaft, and put in a footway to the 62, whilst the rest have been stopping in the back of the 52 east, in consequence of the non-arrival of the pumps, but I am now, however, happy to state that the pumps are all here, and will shortly be fixed, and the engine raised from the 52, and we shall cut west, &c., preparatory to driving at this point. The lode in the 52 east is at present small and unproductive; the stopes in the back of this level will produce 2 tons of ore per m. The lode in the 42 east is 3 ft. wide, mixed with killas and spots of yellow ore of good quality; this end is suspended, and the men will shortly commence sinking a shaft on the back of the lode in the open cutting; in the stopes in the back of the 42 east no lode has been taken down since last week. At the adit, in the eastern hill, we have for the last 4 or 5 fms. driven on a branch varying from 9 to 6 in. wide, with spots of yellow ore; and in the present end there are several small branches dropping in from the south, but notwithstanding these indications I have suspended this end, and put the men back a few fathoms to strip down a branch in the side; in the course of a week or two we shall be able to ascertain whether there is any lode gone off in that direction. We are preparing to send off the ore. —T. BENNETT.

NANTEOS AND PENRHIL UNITED.—The 46 m. level, west of Taylor's shaft, is very much improved in the last week; the lode in the same level is from 4 to 5 ft. wide, composed of killas, intermixed with soft spar and lead ore, yielding about 15 cwt. of the latter per fathom. The lode in the stopes in the back of the 40, on the south lode, over the cross-cut, is 4 feet wide, yielding 8 cwt. of lead ore per fathom. The lode in the stopes in the back of the 30, on the south lode, 130 fathoms east of the cross-cut, is 4 feet wide, yielding 8 cwt. of lead ore per fathom. The lode in the same level, going west of Taylor's, is much the same as last reported; the lode is still large, and spotted with lead ore. The lode in the stopes in the back of the 20, on the north lode, 5 fms. west of the engine-shaft, the lode is 3 ft. wide, yielding 6 cwt. of lead ore per fathom. The lode in the stopes in the back of the same, 90 fms. east of Taylor's shaft, is 4 feet wide, yielding 8 cwt. of lead ore per fathom. The lode in the stopes in the back of the 20, under the south shaft, is 2 yards wide, yielding 12 cwt. of lead ore per fathom. The deep adit level, east of the rise, at Kytumtean, is in a lode 2 feet wide, composed of spar, mounds, and black jack, but unproductive for lead ore. The Penrhil Mine is again drained to the 36, and the pitman engaged in repairing the winch-mine, to be in time for the new drawing-machine, which we expect will be ready in eight or nine days from this time; 20 tons of lead ore was sampled on Monday last. —JOHN WILLIAMS: Oct. 17.

NORTH BASSET.—In the 102, driving west of the new shaft, the lode is 2 ft. wide, worth 15/ per m. In the 92, driving west of the new shaft, the lode is 2 feet wide, worth 7/ per m. In the 52, driving west of Lyle's shaft, the lode is producing good stones of ore. There is no material alteration to notice in any other part of the mine. —T. GLANVILLE: Oct. 15.

NORTH DOWNS.—In the rise above the 100 no lode has been taken down this week. In the 90, east of west shaft, the lode is 20 in. wide, worth 20/ per m.; in the stopes in the bottom of this level the lode is 3 feet wide, worth 60/ per m.; in the stopes in the back of this level the lode is 18 in. wide, worth 10/ per m. In the 70

cross-cut, east of John Michael's, we have not cut any lode or branch as yet. tribute department is just the same as last reported. —Oct. 15.

NORTH TOWY AND CYSTANOG UNITED.—In the deep adit the lode is very hard for the last 3 fathoms, and disordered by the cauter lode, but is in a more regular, and will yield 1 ton of lead per fm. We have not yet cut the lode in the shallow adit, but expect to do so in two or three days. The dressing is progressing favourably. —W. H. RYLANDS: Oct. 15.

NORTH WHEAL DAMSEL.—In the shallow adit, on Tolemeir's tin lode, the lode is 1 foot wide, producing stones of tin. The lode is in a good position, driving west of ditto, the lode at present is poor. In the 37, the lode is in a good position, driving east of Quarry shaft, the lode is 1 ft. wide, with stones of ore. The other parts of the mine continue without alteration since my last report. —LIAM TRAUER: Oct. 17.

NORTH WHEAL ROBERT.—The lode in the 52 fathom level driving east is 3 1/2 ft. wide, producing good stones of ore; the lode in this level driving west is 6 ft. wide, 3 ft. of which is good saving work. In the 42 driving north we have intersected some good branches of ore; there has been no lode taken down since the rise from the back of this level. The lode in the 30 driving west is about 1 1/2 ft. wide, yielding one ton of good ore per fathom; the stopes in the back of this level are producing about 1 1/2 ton of ore per fm. We are enlarging our dressing-house, and hope to have a good parcel of ore for our next sampling. —A. FAIR: Oct. 15.

OLD TREWETTER CONSOLS.—The engine arrived at Wadebridge last night, Oct. 15. I shall leave early to-morrow morning, after putting the men to work the mine, for Wadebridge, to make all necessary arrangements for the mine for the mine for which purpose I have engaged a sufficient number of horses. Nothing at the mine still goes on favourably. —RICHARD VERNAN.

I returned late last night from Wadebridge. I am happy to inform you that I have taken almost everything out of the ship belonging to you. The boiler is on wheels ready for starting, which we shall do to-day, if possible, or Thursday morning early. —RICHARD VERNAN: Oct. 19.

Your letter I duly received. In answer, I beg to inform you that I have been acquainted with the parishes of St. Teath, St. Kew, and Endellin, for upwards of 30 years: having been engaged in that locality as a miner for several years. I am able to inform you a little respecting the lodes in that neighbourhood. At Trewether Mine, there are several promising lodes for antimony; only one lode has been worked, and that yielded an immense quantity, and returned a handsome profit to the venturers. I entertain rather a sanguine opinion of Trewether Mine, and at the present price of antimony, I would recommend the concern as a speculatively worthy of notice. —JOHN MINES, of the Carn Breia Mines: Oct. 12.

PARK WYN AND CARWALICK.—The engine-shaft is now timbered and down 5 fms. 3 ft. from surface. We are keeping the men at work night and day, and as fast as possible, the walls of the shaft are being raised, and the shaft is completed this week. The engine-house is being erected with dispatch. —JOHN W. BENNETT: Oct. 19.

PENHALE CONSOLS.—At the engine-shaft, sinking under the 74 m. level, ground is moderate, and the lode 18 in. wide, producing 8 cwt. of ore per fm. The same level north the ground is good, and the lode 15 in. wide, producing 6 cwt. of ore per fm.; on the south the ground is good, and the lode 14 in. wide, producing 6 cwt. of ore per fm.; on the east part the ground is moderate, and the lode 14 in. wide, producing 3 cwt. of ore per fm. Gurney's shaft is completed to the 60 m. level, we are driving south; the ground is good, and the lode 2 ft. wide, composed of flookan, can, and mounds, but at present poor for ore. In the 50 shaft the ground is moderate, and the lode 14 in. wide, producing 2 cwt. of ore per fm. We have got to the bottom levels at Morcor's shaft, and find they clear north of the lode about 5 feet and south about 3 feet; each of the levels are choked with piles of ore, which appear to be productive for ore; we shall commence clearing them immediately. It appears the shaft is sunk 2 fms. below the present level. In the 20 m. level we are glad to say we have discovered whole ground, and in the end the ground is moderate, and the lode 15 in. wide, producing 3 cwt. of ore per fm. The tributers are producing a fair quantity of ore. We sold 61 tons of lead, to the T. Snelting Company, on the 9th inst., at 14/ 2s. 6d. per ton. —R. MOSCOW: Oct. 19.

PERRAN UNITED.—The engine-shaft has been actively engaged in the past week in making the necessary preparations for fixing the plunger-lift to the 60 m. level. We shall have to cut out ground for fixing a larger cylinder, and have formerly employed; for that purpose, this shall be pushed forward with vigour as the nature of the work will admit of. The clearing of the different levels is also in a state of forwardness, and from present appearances, we shall not have much more than the accumulation of stuff in the bottom of the levels; we shall every endeavour to get these levels available for working purposes as early as possible. In the 30 m. level west, as I informed you last week, the men are engaged in sinking a winze for ventilating the lode; the lode has a very flattering appearance, about 3 to 4 ft. wide, ore throughout. As soon as the work is complete, and the lode in the 40 m. level, large piles of ore will be raised from this place; by the nature of the lower levels this lode appears to be standing whole throughout this part of mine. The 20 cross-cut south is now in highly favourable ground, and has just intersected a branch, composed of a beautiful friable quartz, priant, and excellent ore of ore; this, doubtless, is proceeding from the lode, which shows a very favourable indication for the lode when met with; the lode mentioned as cut in drawing cross-cut is now producing some good work for tin. The tributers are producing fair quantities of ore, and all operations, both at surface and underground, are prosecuted with as much dispatch as possible. —R. CLYMO: J. G. WILSON: Oct. 19.

PRIGNANT CONSOLS.—Yesterday I measured the deep level, the compass of which is 11 yards from the road, an 130 fms. in length, driven in hard rock, have cut three branches of spar, the last very promising; also a strong clay with a little black jack. If the ground does not alter it will take a month or more to cut the great lode. I considered 40 fms. would reach it, and if the ground has been unfavourable it would have been driven up by this time. This is a good place, and I would advise the company to continue the level. Should any discovery place you shall know by the first post. —WM. GREAVES: Oct. 13.

QUINTRELL DOWNS.—During the past week we have driven about 9 ft. of the lode, which is 4 ft. wide, with spots of lead and blende, much the same as reported last week. In driving the north lode, the lode is 3 ft. wide, with a lode issuing out from the end, which, I think, shows there is another lode in the distance. —T. B. CHAPMAN: Oct. 18.

RORRINGTON.—The engine-shaft is progressing satisfactorily; ground is favourable for sinking. The south lode in the deep adit level, driving east, is about 18 in. wide, a mixture of spar, blende, and spots of lead ore. The cross-cut driving the engine-shaft from the middle level is still in easy ground for driving. The lode in the middle level, driving east, is 1 ft. 6 in. wide, composed of fluor-spar, excellent stones of lead ore, with good stones of lead ore dropping towards the north lode in the middle level, driving east, is 18 in. wide, composed of blende, and occasional stones of lead ore. The south lode, the lode in the middle level, is about 3 ft. wide, a composition of spar, carbonate of lime, and stones of lead ore—a very kindly lode. Taylor's lode, in the shallow level, is 1 ft. wide, saving work for lead ore, a very promising end; the stopes in the back of this level will yield about 6 cwt. of lead ore per fathom. Capt. Taylor just came up from underground, and he says the lode is about 2 ft. wide, and that larger stones than this can be very easily broken in the back of this level. We have taken the men from the shallow level on the north lode, and put them to sink a winze on the same level. This winze was sunk by the former company 7 fms., the lode in which is 2 ft. wide, very promising. We shall have about 10 ft. to sink to hole to the shallow level, which shall be done with all possible dispatch. We have a letter from Messrs. Eytan, stating that the engine is ready, and will sent in at once from Mostyn, and no effort shall be wanting on our part to get same at work with all speed. —W. BARRATT: Oct. 19.

RITTON CASTLE.—The shaft is going on as well as we can expect. The shed is not completed, as the men are unable to proceed with the work on account of the weather. —R. P. EDLSTON: Oct. 19.

RIX HILL.—We have done nothing in our tubwork department since my last, consequence of the water which was let in while we were fixing the new lift; therefore, nothing new to report.

ent hands for the purpose until we obtain a further supply of timbermen. In the Bahu, the mining captains concur in reporting most favourably of the lode in the Bahu, which they state never looked so well or so rich as it now does.

ROYAL SANTIAGO MINES.—[Received Oct. 17.]—

Cobre, Sept. 7.—The *Sir Isaac Lyons* Goldmine commenced discharging coal on the 5th inst. The captain expects to finish this week, and will be ready to receive ore immediately after; he will in that case be dispatched in the course of next week. Raised in August, 50 tons ore, and 5 tons precipitate. In the past month we have broken down about 15 tons of ore, and from the arch in the back of the 35 ft. level, from here, and from the back of the 50 ft. level, we will endeavour to raise 40 tons in September. The lode in Taylor's shaft is less ore than I have had it for some time, and is also getting smaller, the south wall having a less underlie; it is now 8 ft. wide, is speedier for breaking, and is composed principally of malleable and peach; excepting that the ore is less, the lode has quite as good, if not a more favourable aspect for making ore in depth. On the whole, therefore, although we are poorer for ore in the 50 than we were in the 44 ft. level, I consider that the indications for the future are somewhat more favourable. Goldsmith's shaft has been sunk about 6 ft., and we have offered a premium of 6 ft. is accomplished in the month. Discovery shaft is being planned to apply the whim, to draw from the 10 ft. level. The winze in the adit level has improved, and is now yielding excellent stones of grey ore. In the winze in the Perseverance lode, to the south, now 2½ fms. under adit, black ore is increasing in quantity, and appears to be forming a regular leader on the south side; there is a little water in this winze. In San Antonio shaft, to the west, we had water in sinking, and it has continued full since the time we left it.

Cobre, Sept. 14.—Taylor's shaft is without alteration, the west end very poor, and the east end yielding 3 or 4 tons of ore per day. The 10 ft. level east is 7 fms. from shaft, and at this point is being crossed by a slide, which is cutting off the ore in the same way as in the 44 ft. level. On the north side of the slide is lodestuff, composed of malleable, spar, and peach, with a little ore, for 3 ft. wide; at present it is wider, as if the lode was heaved to the north, and as if it would continue eastwards, but I fear it will dwindle away as it did in the level above, the appearance being just the same. Goldsmith's shaft is now 3 ft. under the 10 ft. level; the lode is 3 ft. wide, composed of friable quartz and gossan, spotted with yellow and black ore; native copper is visible in numerous stones. The south lode in Perseverance shaft is not looking quite so well, and the free labourers are getting on very slowly, having driven but 3½ feet in the last fortnight. Discovery shaft is not yet at work, as we have had to make several repairs to the whim, which has occupied the past week.—JAMES TREWEEK.

GREAT CAMBRIAN MINING AND QUARRYING COMPANY.—We have received a communication from the secretary of this company, having reference to some observations respecting it, which appeared in last week's *Mining Journal*. In justifying himself with the shareholders and the public, that gentleman assures us that he has never been open to the charge of neglecting his duty to them, or even withholding information from them, but, on the contrary, he has always been most happy to proffer it, when in his power, to all who are entitled to seek it. We are quite ready to believe that the secretary's conduct has given complete satisfaction to the board of directors, also that his future efforts for the prosperity of the company will be well appreciated by them and the proprietors generally. No doubt, the duties of a secretary in such an undertaking are sufficiently arduous, and we are most happy to insert this explanation: the property being worked by the company possesses, we believe, all the elements of success; and that with ordinary care and judicious management it will eventually prove a profitable and lasting investment. The manager's report will be found among the British Mining Correspondence.

Transactions on the Stock Exchange.

Shares.	Companies.	Paid.	Last Prices.	Business Done.
100000	Anglo-Australian Gold.	1	dis.	par
100000	Anglo-California.	1	dis.	par
10000	Australian.	2	dis.	par
40000	Anglo-Australian.	2	dis.	par
100000	Australian.	3	dis.	par
60000	Australian Cordillera.	1	dis.	par
100000	Australian Freehold.	1	dis.	par
30000	Ave Maria.	1	dis.	par
70000	Baden, Grand Duchy of.	1	dis.	par
100000	British Australian Gold.	1	dis.	par
210000	Carson Creek.	1	dis.	par
100000	Colonial Gold.	1	dis.	par
350000	Copper Miners of England.	Stock	30	63
8000	Ditto, Preference.	23	30	32
70000	English and Australian Copper.	3	2½	3
20000	General.	20	14	16
100000	Great Nugget Vein.	2	par	½ pm.
100000	Lake Bathurst.	2	dis.	par
100000	Lake, registered.	2	dis.	par
60000	Liberty.	1	dis.	par
50000	London and Calif. Gold Quartz.	1	dis.	par
100000	Mariquita.	1	dis.	par
20000	Mexican and South American.	9	dis.	par
60000	New Granada.	1	dis.	par
200000	Nouveau Monde.	1	dis.	par
100000	Port Phillip.	1	dis.	par
50000	Quartz Rock.	1	dis.	par
30000	South Australian.	1	dis.	par
100000	West Mariposa.	1	dis.	par
100000	Yuba.	1	dis.	par

MISCELLANEOUS.

Shares.	Companies.	Paid.	Price.
20000	Australian Agricultural.	17½	34
60000	Chartered Bank of India, Australia, and China.	38½	50 60 ex div.
100000	Crestal Palace.	5	5½
50000	Ditto, new.	10	15½
12000	Electric Telegraph (A).	20	17 19
12000	Ditto.	15	12 14
20000	General Steam Navigation.	14	29
50000	Netherland and Australian Loan.	1	2½ 3½
12715	North British Australian Loan.	5	5 4½
120000	Peel River Land and Mining.	50	70
20000	Peninsular and Oriental Steam.	23	36½
100000	Scottish Australian Investment.	1	2½ 2½
12700	South Australian Land.	25	32½
130000	Submarine Telegraph.	1	14½
10000	Van Diemen's Land.	28½	14½

JOINT-STOCK BANKS.

Shares.	Companies.	Paid.	Price.
22500	Australasia.	40	69 70
40000	Chartered Bank of Asia.	3	3½ 4
40000	Chartered Bank of India, Australia, and China.	2	18 2
50000	English, Scottish, and Australian Chartered.	10	7½ 8½
25000	London Chartered Bank of Australia.	15	12 24
60000	London Joint Stock.	20	33½
50000	London and Westminster.	20	43 45
20000	New South Wales.	20	43 45
24000	Oriental Bank Corporation.	25	48 45 ex div.
20000	Provincial of Ireland.	25	49
20000	Royal Australian Banking and Gold Importing Co.	25	39½
30000	South Australian.	25	60½ 7 8 7½
20000	Union of Australia.	20	6½ 7
40000	Ditto, new.	10	17½ 18½
60000	Union of London.	10	17½ 18½

THE WASHINGTON CHEMICAL COMPANY, NEWCASTLE-ON-TYNE;

PATTINSON'S OXICHLORIDE OF LEAD.—The WASHINGTON CHEMICAL COMPANY, having, during the last year, ESTABLISHED A MANUFACTORY OF PATTINSON'S OXICHLORIDE OF LEAD on a large scale, and being able to supply it with regularity, and to execute ORDERS without DELAY, now proceed to bring this new and valuable preparation of lead before their friends and the public, quite sure that it will not, in the present age, be condemned because it is new, and that if judged by its merits, it must make its way, and finally take its place as one of the important manufactures of this country.

PATTINSON'S OXICHLORIDE OF LEAD is a chemical combination of one equivalent of chloride of lead and one equivalent of oxide of lead; it being well known that common white lead is a chemical combination of one equivalent of oxide of lead and one equivalent (or thereabouts) of carbonic acid, constituting what is called in chemical language, carbonate of lead. Now, there is no reason to conclude that carbonate of lead is the only compound of lead valuable as a paint, and still less that it should be the best compound of lead for that purpose. In point of fact it is not so, for the newly-discovered oxichloride in most, if not in all respects, is far superior; its colour is brilliantly white, and in a number of cases it has been tried against the best white lead that could be obtained, and after a period of upwards of a year, it has been found to retain its white colour considerably better than the lead against which it was tried. But the chief and by far the most important advantage it possesses is its remarkable and very decided superiority of body, by which term the power of covering surface well and extensively is understood among painters. The attention of the discoverer was at a very early period drawn to this circumstance, and since that time the Washington Chemical Company have had abundant opportunities of placing its superiority in this important particular beyond all doubt.

A number of experiments, and also a number of experiments to be performed, in the large way, by various practical men, to ascertain accurately its covering power as compared with the best white lead, and they now state the proportions to be as 60 to 100—that is, 60 lbs. of oxichloride paint will cover as much surface as 100 lbs. of the best white lead, the saving of cost being in the same proportion; besides this, the coating is thicker and more protective, both in and out of doors, as the oxichloride dries into a hard tenacious layer, more like an enamel than paint. In using the oxichloride, no difference in the materials with which it is mixed is required, oil and turpentine being employed as usual both for work technically called flattening and for work intended to be varnished. For the use of paper stainers and leather dressers, the oxichloride is found to be peculiarly suitable. The Washington Chemical Company strongly recommend this newly-discovered substance to the notice of consumers, both on account of its economy and its intrinsic good qualities as a paint.

AGENTS.

LONDON.—Mr. Richard Cooke, 7, St. James-st. Messrs. Blundell, Spencer, and Co., 9, Upper Thames-street. LIVERPOOL.—Messrs. Johnson and McGowan. MANCHESTER.—Mr. James Douglas. LEEDS.—Messrs. T. and E. G. Jephson. SUNDERLAND.—Mr. John Young. DEVONSHIRE AND CORNWALL.—Mr. Rich. Penrose, Tavistock & Plymouth. EDINBURGH AND EAST COAST OF SCOTLAND.—Mr. William Bailey, jun. Greenock-place, Edinburgh. GLASGOW AND WEST COAST OF SCOTLAND.—Mr. John Hinchay, Glasgow. DUBLIN AND SOUTH OF IRELAND.—Mr. P. Limsky, No. 91 Middle Abbey-street, Dublin. BELFAST.—Messrs. William Stevenson, jun., and Co.

The Mining Market; Prices of Metals, Ores, &c.

METAL MARKET, London, October 21, 1853.

ENGLISH IRON.	per Ton.	On the spot.	per Ton.	On the spot.	per Ton.
Bar and bolt.	£20 0 0	To arrive.	£21 3 10 0	To arrive.	£21 3 10 0
In Wales.	18 5 0				
In Liverpool.	18 10 0				
In Staffordshire.	19 10 0				
Sheets, single.	11 10 0				
" double.	13 0 0				
Hoop.	10 15 0				
Round, round.	10 0 0				
Nail rod, square.	10 0 0				
Nail rod, round.	8 7 6				
Rails (Wales).	8 7 6				
(Staffordshire).	8 7 6				
Railway Chairs, Clyde.	4 10 0				
Pig No. 1, Clyde.	3 6 0				
3-Jths No. 1 & 2-Jths No.	3 6 0				
No. 1, in Wales.	4 10 0				
Scotch Pig No. 1 in London.	4 10 0				
Stirling's No. 1 in London.	4 10 0				
Old, or Hardened.	0 0 0-9 2 0				
Surface Rails.	0 0 0-9 2 0				
Cold-blast, No. 1 Foundry.	5 10 0-6 10 0				
Charcoal bars.	14 10 0				
Stirling's Patent.	3 12 6				
Toughened Pig.	4 0 0-4 5 0				
Ditto.	4 0 0-4 5 0				
FOREIGN IRON.					
Swedish.	11 10 0				
Russian.	17 0 0				
Indian Charcoal Pigs.	6 0 0				
In London.	6 0 0				
FOREIGN STEEL.					
Swedish keg, nominal.	16 0 0				
Ditto faggot.	16 0 0				
In sheets.	30 0 0				
Terms.—a, 2½ per cent. dis.; b, net; c, 3 ditto; d, 1½ per cent. dis.; e, 2 ditto; f, 1½ ditto; g, 1½ per cent. dis.; h, net; i, 1½ per cent. dis.; j, 2 ditto; k, 1½ ditto; l, 1½ per cent. dis.; m, net; n, 1½ per cent. dis.; o, 2 ditto; p, 1½ ditto; q, 1½ per cent. dis.; r, net; s, 1½ per cent. dis.; t, 2 ditto; u, 1½ ditto; v, 1½ per cent. dis.; w, net; x, 1½ per cent. dis.; y, 2 ditto; z, 1½ ditto.					

RAILS.—Several purchases have been made. SCOTCH PIGS have fluctuated from 6½s. to 6s.; the market leaves off 6½s. 6d. buyers. SPALTER is firm at 21½. COFFEE.—A steady business doing. BASCOA TIS is very firm. TIN PLATES.—In small demand.

GLASGOW, Oct. 19.—The pig-iron market since our last has considerably improved. On Saturday it reached 65s. on Monday 66s., and yesterday 67s. The feeling at the close yesterday was a shade weaker, and to-day we have sellers at 66s. 6d. Very little iron has changed hands, holders generally being determined to wait higher rates. Common bars and other sorts of manufactured iron have again assumed a firmer aspect, and it is found difficult to buy at our quotation of 8½s. to 9½s. 10s., according to the make.

MINES.—The Mining Market continues in a depressed state, especially for speculative shares, prices in which generally rule lower, with a preponderance of sellers. In Great Alfred there has been a large business doing, and prices have risen to 40½; Alfred Consols are also firm, at 25½ to 26½ 10s.; South Tamar, 6½ to 6½ 5s.; Tincroft, 4½ 10s. to 5½ 5s.; Trannack and Bosence, 6½; North Towry, 17s. 6d. to 17½; Gillmar, 6½ 10s.; Cupid, 8½; South Caradon, 230½; West Caradon, 200½ to 205½; Trevis, 14½ 10s. to 15s.; West Stray Park, 8½; United, 220½ to 230½; West Providence, 42½ ex div. Lead is rising in price, and many of the mines are now getting 4½ per ton more for their ores than they did a few months since, which will materially add to their profits. Copper and tin are also firm, and we see no reason, taking all things into consideration, for the depression which exists in shares.

In the Bullion Market, Mexican and South American dollars, 4s. 11½d. per oz. Bar silver containing gold, all gold above 5 grains in the pound to be paid for, 5s. 14d. per oz. standard. Bar silver without gold, 5s. 14d. per oz. standard. Bar gold, 77s. 9d. per oz. standard. Spanish doubloons, 78s. 6d. per oz. Fine cake silver, 6s. 6½d. per oz.

At the Condurrow Mine meeting, on Monday, the accounts showed—Balance last account, 182½ 12s. 5d.; ores sold, 3522½ 3s. 10d.; materials ditto, 17=3705½ 16s. 3d.—By labour cost, Aug. and Sept., 1974½ 16s. 10d.; merchants' bills, 649½ 8s. 7d.; lord's dues, 176½ 2s. 2d.; dividend, 768½; leaving balance now in hand, 137½ 8s. 8d. A dividend of 3½ per share was declared. Capt. Nicholas Vivian reported that there was no alteration in the levels. Roberts's lode was not out. The winze sinking under the 90 ft. level was worth 30½ per fm. In the 120 east, on the main lode, the lode is large and promising. The 20 was yielding a small quantity of rich ore, worth 3½ per fm. The new stamps with eight hammers will be ready to work in a fortnight. A large extent of tin ground was opened, and the returns expected to increase, but copper would fall off unless a new discovery was made.

At West Wheal Providence meeting, on the 14th instant, the accounts showed—Balance from last account, 132½ 17s. 9d.; ores sold (after deducting lords' dues), 1-18th, 310½ 7s. 6d.; 5276½ 10s.; carriage, 46½ 17s. 10d. = 5456½ 5s. 7d.—Mine cost from April to July, 2349½ 13s. 6d.; merchants' bills, 975½ 4s. 10d.; leaving a balance in favour of adventurers of 2131½ 7s. 3d. A dividend of 2½ per share was declared, amounting to 2048½, which left balance to next account, 83½ 7s. 3d. Capt. R. Polglase and Samuel Grosse stated that since the last report they had sunk the boundary engine-shaft under the 90 ft. level 4 fms. They had cut Allen's branch in the 90 western end, worth 12½, and the eastern 10½ per fm.

Wheal Trelawny has declared a dividend of 2½ per share.

At the Caylan Mine meeting, on Wednesday, the accounts showed—Balance last account, 2746½ 12s. 4d.—By labour cost, July, 142½ 4s. 5d.; August, 194½ 19s. 9d.; merchants' bills, 61½ 18s. 4d.; leaving in hand, 2347½ 19s. 3d. Capt. James Barkell reported that the Caylan lode had produced by stopping 15½ fms. 7 tons of silver-lead ore; Eagle Rock lode was yielding 5 cwt.; the winze 15 cwt.; Eagle Rock east 8 cwt. per fathom. The ground generally was easy, and would stand without timber. There were 15 tons of ore dressed, and about 9 tons underground.

At the Esgrig Lee Mining Company's meeting (T. Field, Esq., in the chair), the accounts showed—Balance last account, 232½ 0s. 10d.; mine cost, July, 296½ 11s. 8d.; August, 253½ 3s. 9d.; one year's royalty, 211½ 18s. 7d.; bill stamp, discount, &c., 9½ 0s. 9d. = 1002½ 15s. 7d.—Ores sold, 673½ 1s. 4d.; leaving balance against adventurers, 329½ 14s. 3d.; to meet which there are upwards of 50 tons of ore broken in the mine, and it is fully expected that 100 tons will be sold before Christmas. The pursuer expressed a hope that at the February meeting they would be in a position to declare a dividend.

At the Wheal Carme meeting, on the 14th inst., the accounts for three months ending August showed—Call of 14s. per share, 377½ 6s.; sundries, 16½ 1s.; tin sold, Aug., 257½ 7s. 6d.; Sept., 201½ 15s. 3d.; Oct., 191½ 15s. = 1029½ 19s. 9d.—Balance last account, 366½ 15s. 3d.; mine cost, June, 219½ 5s. 10d.; July, 167½ 15s. 11d.; Aug., 149½ 18s.; merchants' bills, 87½ 5s. 2d.; carriage, 15½ 2s. 7d.; dues, 23½ 8s. 10d.; leaving balance in favour of adventurers, 8s. 2d. The agent's report stated that they were preparing to sink the engine-shaft below the 74 ft. level. The lode in the shaft is 2 ft. wide, mixed with tin. The 74 ft. level has been extended 13 fms. west in tin ground; the lode in the end is 18 in. wide. The 62 had been extended 24 fms. west; the lode is 6 in. wide, with tin. The stopes and several tribute pitches are being worked at a good profit. The mine was looking better than at the last meeting.

At the Tavy Consols Mine meeting, the accounts showed—Balance last account, 858½ 0s. 1d.; copper ores sold, 651½ 19s. 11d.; water charge abated, 60½; error in June bills, 7½ 5s. 10d. = 1577½ 5s. 10d.—By labour cost, July, 370½ 12s. 7d.; Aug., 371½ 8s.; merchants' bills, 338½ 2s. 5d.; lord's dues, 38½ 14s. 9d.; petty cash, interest, &c., 19½ 2s. 2d.; leaving balance, 439½ 5s. 11d. The balance of assets over liabilities, as estimated for the next meeting, was 254½ 5s. 11d.; Captain W. Gos's salary was raised to 9 guineas per month. It was resolved that 120 shares, on which the call made 16th June remained unpaid, should be absolutely forfeited.

At North Caradon Mine meeting, yesterday (James Burt, Esq., in the chair), the accounts showed—Shares taken up, 2680, at 1½ each, 2680½. Total expenditure, 2653½ 10s.; leaving balance in favour of adventurers, 267½ 10s. The report of the finance committee appointed at the meeting on the 8th of Sept., was read, but in consequence of all the books and vouchers being refused to the shareholders by Mr. Bennett, the accounts were very unsatisfactory, and may be considered as estimated. Messrs. Morrison and Wright had visited the mine, and reported very favourably on the future prospects, although the buildings had been erected on a much larger scale than necessary. They recommended raising a sufficient sum to pay the present claims on the adventurers, and make provision for the necessary works for the next three months. It was stated that Mr. Bennett had put himself down at 250½ a year as managing director, 100½ a year as pursuer, and required that all the money should go through his hands. Mr. Spurrier, the solicitor to the company, informed the meeting that he had applied in vain to Mr. Bennett to give up the books and vouchers; and the chairman assured the meeting, that on the 8th of Sept., he had written to Mr. Bennett, and requested him to give up the books and vouchers, and that he had received no answer. The reports were received and adopted, and resolutions were passed for forfeiting all shares fourteen days after the demand of any call, and for a special general meeting to be held on the 31st inst., at which the share list will be closed, and the number then subscribed declared the capital of the company. A notice has been posted at the Stock Exchange, cautioning parties against buying, selling, or dealing in any documents or papers, pretending or purporting to be share certificates in the North Caradon Mine. Genuine ones will be issued shortly, signed by two of the committee of management, and countersigned by A. C. Johnston, the pursuer. The following gentlemen form the committee of management—James Burt, Esq., chairman, F. Richardson, Daniel MacFarlane Campbell, J. Downer, and W. A. Buckley, Esqs.

At East Caradon Mine meeting, on Wednesday, the accounts showed—Balance last account, 1038½ 13s.—By labour cost, July, 126½ 2s. 11d.; Aug., 94½ 8s. 1d.; merchants' bills, 77½ 18s. 10d.; removing and altering engine, 220½; leaving in hand, 520½ 3s. 2d. Capt. James Seccombe reported that the engine-shaft was down 52 fms. from surface. Marke's lode was 15 to 19 in. wide, composed of peach, malleable, soft spar, and a small quantity of copper ore—a very kindly lode.

At the Garreg Mine meeting, on Thursday (Mr. W. H. Cuel in the chair), the accounts showed—Balance last account, 106½ 7s. 9d.; calls, 172½ 12s. = 278½ 19s. 9d.—By labour cost, Aug., 132½ 16s. 3d.; Sept., 101½ 6s. 8d.; leaving balance in hand, 44½ 16s. 10d. The balance of assets over liabilities was 141½ 18s. 10d. A call of 2s. per share was made. A special meeting is to be held on 10th Nov., to forfeit all shares on which the calls are unpaid. Captain Mitchell reported that the engine-shaft was down 26 fms., with large spots of lead; in three months it would be down 30 fms. The 20 ft. level was producing lead, worked on tribute at 5½ per fm.

At Trevoose Mine general meeting, held at 3, Church-court, Clement's-lane, on the 18th inst. (Jno. Rowlands, Esq., in the chair), the report and statement of accounts having been read and adopted, after some conversation as to the future management, the meeting was adjourned to the 25th inst. The captain's report will be found in another column.

At Wheal Zion special general meeting, at Salvador House, on Monday (T. E. Stubbs, Esq., in the chair), the circular convening the meeting having been read, it was discovered that an error had occurred in the printing as to the words "27th inst.", which should have been the 27th ult. A discussion accordingly arose as to whether there had been sufficient time allowed from the date of posting the notice convening the meeting to the holding of the same. The chairman ultimately declared the meeting dissolved.

The Britannia Lead Mining Company's special meeting, at Mr. Bragg's, Pontyblaydon Inn, on the 18th Oct., was attended by Mr. William Jones (druggist), chairman, Mr. Humphrey, Mr. Jones, sen., Mr. Jones, jun., Mr. A. C. King, Mr. O. King, Mr. Prior, Mr. Smith (per A. C. K.), and Mr. Price. The resolution respecting the disputed shares passed at the last Llanarmon meeting having been read, it was unanimously resolved that the same be carried into effect. It was unanimously resolved that, on Mr. John Bragg tendering to the pursuer (Mr. William Jones), the sum paid by Mr. Joseph Wright for the disputed scrip, together with all calls due thereon up to the present date, be, the pursuer, be authorised to issue to Mr. Bragg fresh scrip. It was proposed by Mr. Humphrey, seconded by Mr. Jones, and carried, that all the incidental expenses attending this meeting be borne by the company. It was resolved that, as it appeared the lease was now, and had been for some time past, ready for signature, the pursuer be requested to appoint Thursday week the different trustees to meet at Mr. Roberts's office, Mold (the Marquis of Westminster's solicitor), and execute the deed, and that each party concerned receive five clear days' notice of the time appointed. The pursuer's report was, that the ground continued the same as last stated, the indications of which looked remarkably cheering. The men, six in number, worked night and day, eight hours shift.

At the committee meeting of Castle Dinas Mine, on Tuesday, the pursuer stated that he had had an interview with Mr. John Calvert, and that gentleman confirmed the statements published in the *Mining Journal* of Saturday last, of gold existing in the granite of Roach Hill. A report was read from Mr. Calvert, in which he recommends the sinking one shaft on the back of the elvan, and another where it is widened by several lodes coming into it; to cut Brunton's lode by continuing the cross-cut. The pursuer has received instructions to have assays made of the granite profits to meet contingencies. As we stated in our last, the prospects and position of this company have at length become very encouraging, and it is with much pleasure that we find the exertions of the board of directors have been so successful. The meeting expressed a unanimous vote of thanks to the chairman and the board, and the utmost confidence in the ultimate success of the undertaking. The dividend declared afforded complete satisfaction. A detailed report of the proceedings will be found in another column.

At Wheal Fortune (South Tawton) meeting, on Wednesday (Osmund Lewis, Esq., in the chair), the chairman read two letters which he had written to Messrs. Smith and Roberts, solicitors, of Truro, upon the subject as to the legality of the proceedings of the company, and also the answers received from those gentlemen; but as the point was still left in doubt, it was resolved that a special meeting be called to alter and amend the rules, and for all other special purposes.

At Birch Tor and Vitrer Mine meeting, yesterday (G. K. Huxley, Esq., in the chair), the accounts to the 21st inst. showed a balance in favour of adventurers of 457½ 12s. 1d. It was stated that the proceeds of one month amounted to 4 tons of black tin, which were sold at 78½ 10s. per ton.

At the South Trelawny Mine meeting, on the 7th instant, the accounts showed a balance of 4½ 6s. 8d. in favour of adventurers. The mine was divided into 240 shares, on which a call of 7s. 6d. per share was made.

At the Tyn-y-borth Slate Quarry meeting, on Tuesday (L. F. Edwards, Esq., in the chair), the accounts showed—Balance from last account, 55½ 11s. 10d.; call of 5s. per share, 2500½; slates sold, 256½ 9s. 2d. = 2812½ 1s.—Labour cost, June, 432½ 9s. 3d.; July, 424½ 0s. 11d.; Aug., 425½ 4s. 9d.; Sept., 427½ 4s.

South Wheel Francis 222—Consols 216—Fowey Consols 120—West Fowey 63—C
and Bejawsa 31—East Seton and Maude 20—Wheal Mary 14.—Total, 2356 tons.

Notices to Correspondents.

THE MINING EXCHANGE.—Sir: Having for some years dealt in mining shares, I am glad to perceive gentlemen, whose position and interest in this species of business is likely to carry weight, show a decided wish to establish a Mining Exchange. It is exceedingly desirable to put things on a more candid and respectable basis than has been the case hitherto. I concur in the objections made to the old state of things, and look forward, should they be corrected, to an increase of business in proportion to such correction. Mining is in ill odour with many to my own knowledge, though it is likely such a step as the present will tend to redeem it to some extent.—A Shareholder: *Bideford, Oct. 16.*

STIMNEY WHEAL BULLER.—Sir: I shall feel obliged to any of your correspondents for information as to what is really doing at this mine, the value of the shares, &c. They stand quoted in your list at 51., with 12. paid, but for many months you have not inserted a "present price," representing business done, and it appears they are but little enquired for in the market.—A Shareholder.

TREBURY CONSOLS.—Sir: An article appeared in your Journal of the 1st inst., signed "Veritas," stating as a known fact that a valuable silver lode, worth 18000. per fathom, had been discovered in the said Treburt Consols Mines, and also that it had been covered up by the direction of the person who manages the aforesaid mines. Now, Sir, the person who manages these mines is incapable of such baseness as to act against the interest of his employers, and is capable of managing a much more extensive mine, and on a proper scale, without the assistance of "Benefactors" or "Veritas." I should much like to know from what source they derived their information.—J. Sowden, agent: *St. Teath, Oct. 16.*

GOLD IN ENGLAND.—"A Septic," of Somerset, asks what has been the expense incurred in pursuit of this metal at the several mines? and what the amount of actual sale of produce?

"G. B. C." (Cornhill).—In the year 1825 an association was formed, entitled the London Smelting Company, the capital of which was 40,000.

THE COST-BOOK SYSTEM.—"W. P. C." enquires whether the adjudication of the prize offered by Mr. Readwin upon this subject, which was to have taken place on the 1st August last, is postponed?—[The adjudication of the prize was not fixed for the 1st of August, but that was the date announced as the last on which the papers were to be sent in. We should presume some public notification will shortly be made by the jurors.]

GRANT OVERLOOK MINE.—"J. J." of Wadebridge, asks whether the same wreck is to be made of this mine as of Rosemore and other mines under the same management, and regrets no reply has been given to his enquiry in our Journal of the 15th July last.

GRANT GRINNE'S MINE.—J. Webb, of St. Blazey, would be glad if his namesake, the agent of this mine, would explain why he has not sold so much ore as he promised? **SWANTON'S MINE.**—"B. R." (Penryn) calls our attention to the fact that upwards of 80000. has been expended in this adventure, and yet no returns of lead, or other produce, appears in the Journal.

PORT PHILIP GOLD MINING COMPANY.—J. Hopper, of Leeds, would be glad to learn how "Hopkins's system of cutting or drainage at the dip" turns out? ample time having been given to prove its worth.

AGUA FRIA GOLD MINE.—Sir: Four months ago, when the remittance up to June 11 amounted to 8645. ounces of gold, it was then stated that Mr. Attwood, the engineer, "calculated that from 120 to 150 ounces of gold per day will be obtained with the English machinery from the same description of ore they are now working." Surely it is now quite time the machinery was in full work, not only on the Gold Hill Mines but also on the Agua Fria Mine; from the latter the gold of great value that was exhibited two years ago at the Exhibition in London was stated to have been quickly obtained, and at little expense. Yet this company has had 100,000. for two years, and not received one shilling's worth of gold from the Agua Fria Mine; but have received from the Gold Hill Mines above 70000. of gold, which, if divided between the proprietors, would yield but about 2s. per share. Yet I hope at the November meeting the directors will be possessed of gold enough to make a good dividend.—A Shareholder: *Exeter, Oct. 16.*

"G. H." (Dorset).—The Royal Hibernian Mining Company have determined on suspending for the present the working of the Castlemaine and Lisoline Mines, but intend to prosecute with vigour the Clogher sett.

DEVON BELLER GREAT CONSOLS.—The quotation was given on the authority of the Director of the mine.

"D. D."—We are obliged to our correspondent for the correction, and for the good faith he has in our desire to make that part of the Journal to which he alludes as perfect as circumstances will enable us.

"A Subscriber" (London).—Our answer in last week's Journal fully implied that the call must be paid on the shares transferred. Under the circumstances alluded to in our correspondent's second communication, we do not think the purchaser would be justified in a refusal to accept the call on the ten shares, or to regularly transfer them to the purchaser.

"L. R. J."—The quotation was received from a high authority, who had done business at the price given, and even a shade lower, and was taken from his book in our own presence.

LAND TAX ON COLLIERIES.—The enquiry of "H. P." will be fully replied to in our next issue.

GRANT BEAM TIN MINE.—Sir: In your last Journal there is an error with regard to the tin sold by this mine during the last three months, owing to the sales not being supplied to you for the early part of the quarter. I annex a correct statement, and will thank you to introduce the necessary alteration in your next publication:—

	Tons c.	q.	lbs.	Price.	Amount.
Tin sold July 12.....	0 11 1	1	1	£74 0 0	£82 15 1
" " " " " " " " " "	1 17 3	17	3	61 0 0	121 5 8
" " " " " " " " " "	0 11 0	0	0	58 10 0	49 10 0
" " " " " " " " " "	0 5 3	27	3	56 0 0	18 15 6
" " " " " " " " " "	0 3 3	27	3	54 10 0	10 17 6
" " " " " " " " " "	0 2 0	8	8	53 10 0	5 10 9
" " " " " " " " " "	1 12 1	18	18	74 0 0	119 18 4
" " " " " " " " " "	2 16 3	12	12	69 0 0	196 3 1
" " " " " " " " " "	0 1 1	12	12	65 0 0	4 14 0
" " " " " " " " " "	0 4 2	24	24	61 10 0	11 9 11
" " " " " " " " " "	0 1 1	2	2	60 0 0	3 15 1
" " " " " " " " " "	0 2 2	10	10	58 0 0	7 10 2
" " " " " " " " " "	7 5 3	9	9	—	589 4 2
" " " " " " " " " "	8 5 0	15	15	—	682 5 11
Total.....	24 5 124				£1866 5 2

—S. BOUTON, Purser: *Murdsen-street, Manchester, Oct. 18.*

TELLYON CONSOLS MINE.—Sir: May I request the favour of your inserting this letter in the next number of your Journal, by way of correcting an error in the last. The report of black tin sold during the quarter ending 30th September gives the quantity from this mine as 7 tons 5 cwt.; amount 533. 15s.; whereas the correct figures, and upon which the Stannary assessment has been paid, are 12 tons 9 cwt. 3 qrs. 3 lbs.; amount 867. 6s. 6d. The error is clearly to be traced to inadvertence on my part, having neglected to advise you of a sale made in July, amounting to 328. 0s. 6d. The present quarter commences with us, as announced in last week's Journal, by a sale of 10 tons 10 cwt., amounting to 577. 4s.; and we would also request to be apprised that either the November or December sale will fall short of that made on the 30th inst. Our position is good, and our prospects flattering.—The Purser: *Oct. 17.*

WHEAL AUGUSTA.—Sir: Permit me to correct an error in the quarterly amount of sales of tin, as published in your Journal of the 15th inst. You there state from this mine (Wheal Augusta) to 30th ult. as 2367. 4s.; the amount sold, per tin bills, is 5 tons 18 cwt. 1 qr. 21 lbs., realising 402. 13s. 6d. Your correction of this in your next, for the benefit of distant adventurers, will oblige.—Wm. L. FULMAN, Purser: *Penzance, Oct. 19.*

"J. A. C." (Gunnorside).—We do not know what invention "S. N. N." refers to: Mr. W. Piddling has several patents, some of which (especially that for coke-bricks) have excited much attention. The other questions we cannot answer.

"W. G." (Newington).—A report of the last half-yearly meeting of the shareholders in the British Sperm Candle Company will be found in the *Mining Journal* of 4th June, 1853. The offices were in Charlotte-row, Mansion House, but the whole business is now conducted at the manufactory, Fairfield Works, Bow.

THE GATES OF THE BLAZE FURNACE.—The valuable communications of Mr. E. Montagu Leff, from Ougre, on this important subject will be found in several copies of the *Mining Journal* of 1849. They are illustrated by descriptive diagrams, and will be found of great utility, entering as they do deeply into the mechanical and philosophical rationale of the subject, to all interested in it. They fully demonstrate the economy of the process, and that the iron produced is unimpaired in quality.

"A. Z." (Cornhill).—A full description of Dujardin's electro-magnetic printing telegraph, with diagrams, appeared in the *Mining Journal* of March 16, 1850.

THE AUSTRALIAN AGRICULTURAL COMPANY.—Sir: The directors report that their sales of coal for 1853 were:—

	Tons.	Amount.
January.....	3164	£2041 0 0
February.....	3781	2361 0 0
March.....	4185	2569 0 0
April.....	4397	2590 0 0
Total.....	15527	£9864 0 0

Or, an average of 12s. 9d. per ton.

Now, Sir, I see it stated in the Melbourne papers that coals there command a price of 27. per ton. Why do not the Agricultural Company supply that market as far as they can, can any of your readers throw any light on this?—A Shareholder: *Edinburgh, Oct. 18.*

"O. K." (Mold).—Scrip or shares in the Britannia Lead Mine at Llanarmon do not require a penny receipt stamp to be affixed to them.

"A Mining Agent."—A meeting of the committee appointed to prepare the rules and regulations for establishing the Mining Exchange was held at Simpson's Hotel, Cornhill, on Wednesday evening. Our correspondent will see that we have alluded to the circumstance in an article, which he will find in another column.

WHEAL GRANTVILLE.—We received our information from a correspondent who had purchased 100 shares.

ST. NEOT'S SLATE QUARRIES.—We have received a second communication from Mr. J. Search, in which he accuses us of not inserting his letter, but publishing a statement respecting these quarries, as from him, in our Journal of the 1st inst., altogether erroneous, which Mr. Search rightly contradicted in the next Number. The reason why we did not insert Mr. Search's communication *verbatim* was, that two-thirds of it contained observations totally irrelevant to the subject on which we wrote, and our not having space for traditional tales about the "little saint (St. Neot)" getting through the keyhole of the church door. His well, his three fishes, his crow pound, &c. To show, however, that we did not make the erroneous statement through our own neglect, but that we gave the true meaning of his expressions, we give the following *verbatim* extract from his letter. Having been startled one morning by blasting operations, he made enquiry, and found a party of Delabole men working at the quarries, under the direction of one Mr. Honey. "It was under his direction that these quarries, recently sold by that respected Cornish gentleman, Mr. Avery, to the Delabole Company, for 23,0000. had reached their high value. Having been kept waiting six months for Delabole slate (not, after all, supplied), we are glad to find this 'Honey' bee at work in a sphere so simple and useful." Tolerably conclusive! If any party has erred, it must have been Mr. Search's pen.

PORT PHILIP GOLD MINING AND SKEELING COMPANY.—BROTHER SHAREHOLDERS: A public meeting will shortly be held, and it is earnestly requested that all who can attend personally will do so, and those who cannot will have a proxy to represent them. The silence held towards you by the directors, excepting when they could advance some trivial thing to depress the market value of your property, leads to the opinion that the system of secret intelligence on the part of the directors is equally objectionable as the reported secret of gold by the poor Cornish tributers, and if objectionable, then highly reprehensible. It is, therefore, hoped that at the coming meeting fresh directors will be appointed, and that there will be a general unity to effect a release from the influences at present in exercise. It is monstrous that the shares of a property in a most prosperous condition, both present and prospective, should be in the depressed state they now are. It would appear obvious that depressing influences are being used for an improper purpose, or that a distrust reigns of the purity of purpose of the directorate. In either case, it is essential that a change should take place, and the support of the shareholders at the coming meeting is earnestly solicited to suggest and carry out the requisite alterations in the direction. The friends of Evan Hopkins are strongly urged to qualify themselves.—JUSTITIA: *Oct. 20.*

SIR.—In your Journal of the 15th inst., I noticed the gratifying fact of the Nant-y-Carres being represented as the highest produce in the United Kingdom. I congratulate the proprietors on the richness of their ores; but, allow me to say, the ores of the Geifron Mine, for the last 18 months, will average 16½ per cent. of pure copper, being 3½ above the Nant-y-Carres.—W. FRANK: *Llanidloes, Oct. 20.*

SIR.—Can any of your readers inform me if the manufacture of the white oxide of zinc is a patent? If so, who are the patentees—and if not, what is the most improved principle?—W.: *Oct. 20.*

ACCIDENTS IN COAL MINES.—We have received the THIRD REPORT from the Select Committee on Accidents in Coal Mines, with plates. Copies can be obtained from our office, by forwarding a post-office order for 7s. 6d. The First Report, price 6s., and the Second, price 2s., can also be had.

ANGLO-CALIFORNIAN GOLD COMPANY.—The annual meeting of the Anglo-Californian Gold Company being called for Monday, the 31st inst., a shareholder wishes to direct the special and serious attention of other shareholders to the vast importance of their attending at the meeting, to take a part in its proceedings, and exercise a "cautious" watchfulness in the matters to be brought forward.—J. G.

"Inquirer" (Broad-street).—The value of metals exported in the year 1850 was—Iron and steel, 4,966,9734.; copper and brass, 1,201,3011.; lead, 287,3371.; tin unwrought, 141,5771.; tin-plated, 711,6491.

"G. G." (Lincoln).—We understand it is the intention of the company to raise fresh capital, though by what means we are unable to state. According to the Deed of Settlement, they cannot increase the value of the present shares, and most probably they will be forced to make a fresh issue; in the present state of the money market, we do not apprehend, however, that this will meet with much success.

"Smelter" (Moorgate-street).—The coke employed at Chessy is brought from St. Etienne; it contains about 0.85 carbon, and is almost free from sulphur.

ANGARIAC MINE.—Sir: There must be an error in Capt. Matthew White's report, respecting the distance to drive to the cross-course; it cannot be more than about 50 fms.—JAMES BARRATT: *Oct. 20.*

"N. S." (Teignmouth).—Proceedings have not yet commenced: so soon as the long vacation is terminated the case will be brought before the Court of Chancery.

CART-STEELE MANUFACTURE.—Sir: It is precisely because the positions which a "Taker-Out" (who, true to his vocation, has taken something out of his own letter) endeavours to make me maintain, by "taking out" passages of my letter apart from the context, are "absurdities not needing refutation," that I suspected the sincerity in Mr. Heston's cause which could at the same moment blow hot and cold, and take the "needless" trouble of undermining my advocacy. The possession of the alleged documents is no proof of their having been acted on. Such a defence of sincerity might have been made by Mr. Unwin himself, who, indeed, I see every reason to look upon as my present antagonist.—DAVID MURPHY: *Oct. 20. [Errata.]*

"In my last letter on the Port Philip Mining Company, for 'quite savage' read 'quite satisfied'; for 'several elements' read 'fevered elements'; in the last paragraph, for 'statistics' read 'italics'."

GRAND DUCHY OF BADEN MINES.—The enquiries of Mr. H. Johns, last week, on the state of the Baden Company, have a chance of meeting an answer on Monday next, when a meeting will take place at Mr. Bantfield's office, 11, Bucklersbury.

"G. T." (Ridgway).—The mine was the Killowris; when the shares were first issued they realised a premium of 1d. per share.

"T. C. S." (Baker-street).—The highest price the Allen shares have been at was 12s. 10s.; at that period 5s. was paid upon them; they have since been so low that they were not marketable at 30s.

"T. H." (Walbrook).—The quantity of gold collected by Government at the Ballinacally stream, at Treghan Kishela, was 944 ounces, of the value of 36750. Of the quantity obtained by the peasantry in the first instance nothing is known; but from the priority of their operations on the richest part of the deposit, and the number of persons engaged in the search, it must have been considerable.

SIR.—I beg to inform you, my father is in Lancashire and Cumberland, from thence he proceeds through Devon and Cornwall, inspecting mines. I have no doubt but he will reply to the letter of John William Edwards, in last week's Journal, on his return.—ADOLPHUS ENSOR: *Whealside, Somerset, Oct. 18.*

"C. A." (Exeter).—Our correspondent will find a full report of the Tamar Consols Mining Company in our Journal of the 8th inst., in which the financial statement is fully set out. We, of course, can give no further information than the report discloses. The meeting terminated very satisfactorily.

MISDEED REPORTS.—The advertisement duty being removed, we shall in future append the names to all reports which may be forwarded to us. It will, therefore, rest with the parties concerned to authenticate their statements, for the satisfaction of those for whom they are intended.

THE MINING JOURNAL.

Railway and Commercial Gazette.

LONDON, OCTOBER 22, 1853.

In the remarks by which we called public attention in our last Journal to the intended legislation by which it is proposed to confer on the constituencies of joint-stock associations greater control over their directors, we stated that the subject was a very extended one, and ought to be approached with circumspection and caution. Such a measure will necessarily involve ordinary co-partnerships, joint-stock companies incorporated by statute or by charter, registered joint-stock associations, gas, insurance, banking, steam, and shipping companies, mining companies, as well domestic as foreign, formed on the Cost-book Principle, building, loan, and other societies. We ventured to make some suggestions applicable to that class of companies most peculiarly within our department; these will probably be found suited to any general system of codification, for we believe it will be found difficult, if not impossible, to separate any peculiar class from the regulations of National Legislation.

It is not the province of Parliament to divert industry or capital into any particular channel; the selection of sources of employment for the one, and of profit for the other, belongs to the public; all that can be fairly required from those in authority is the fair protection of both. The common law was early found insufficient to regulate the investment and disposition of those large masses of capital which we have in our times seen at the disposal of private speculation; accordingly Parliament has been called on year after year to pass multitudinous private Acts, superseding the ancient laws, limiting liability, authorising the enforcement of calls, the forfeiture of shares, protecting companies from dissolution by individual deaths or bankruptcies, regulating the powers of directors, and, in many instances, the control of shareholders over them. How few, however, of the numberless parties whose monies are invested in the several companies embodied under private Acts, have ever looked through the piles of printing to which they owe their existence, until, as has been well observed, "the country has been gradually covered with a host of privileged bodies, governed by as many special codes of law." Parliament has, however, wisely relieved the public from the necessity of enquiring into, or becoming acquainted with, the peculiarities of every special act, by embodying in a series of general Acts every power that is essential for their protection. We have thus the Railway Clauses Consolidation Act, the Land Clauses Consolidation Act, the Water Companies' Clauses Consolidation Act, distinctly defining the powers and privileges which all such companies have against the public, and to which the public need only refer in order to ascertain and enforce their powers and privileges against them. We, therefore, with confidence propose the conception and framing of a measure on the same principle, to be termed, "The Joint-Stock Companies' Clauses Consolidation Act," which, while it will define and regulate the rights and liabilities of shareholders to the public, will, at the same time, provide for the protection of shareholders as against each other. It would be a subject of curious investigation for the Royal Commission appointed to enquire into the law of joint-stock companies, to ascertain the sums of money which private Acts have cost the country for the last twenty years, the amount would probably hereafter astonish posterity; but it has been recently stated, that the mere fees of office for a recent charter for a metropolitan association amounted to 7244. Could legislation be more usefully employed than in limiting such expense, and circumscribing within reasonable limits charges which are now to many useful institutions absolutely prohibitory?

The joint-stock companies that have given rise to the greatest and most expensive amount of legislation have been railway companies, by no means the most profitable associations, in respect of their shareholders. The companies, on the other hand, which, as between their shareholders, that is, as between themselves, have been least involved in litigation, have been insurance companies, who have been, generally speaking, the most prosperous of all such associations. This has been accounted for on the principle that insurance companies have been peculiarly precise in regulating by deeds the arrangements between their own proprietors, and in defining in writing their contracts with the public. Railway companies

have, on the other hand, being the most lax in ascertaining their liabilities, and, perhaps, unavoidably, the most unfortunate in escaping from them. The directorates of railway companies have also been the most ambitious and arbitrary, sometimes devoting the funds entrusted to their care to the gratification of speculative and losing operations, often without consulting their constituencies. Parliament, in dealing with the general subject, will, of course, ascertain the system, and the regulations which have worked best, and if it shall appear to their satisfaction that insurance companies have thriven under any peculiar rules, we see no reason why such of them as are valuable should not be embodied in such general law as shall be passed for the government of joint-stock associations.

We have in former numbers entered very fully into the propriety of limiting liabilities in companies of this description, and explained the varied advantages of the Cost-book System. The general principles of that system we wish to see confirmed and extended, and those who confide in it, and associate together under its protection, indemnified from the neglects, frauds, and misdeeds of managers. As that system is the only one existing in this country which, irrespective of chartered or incorporated companies, limits the responsibility of those involved, we wish to see its general principles extended and legalised, instead of being interfered with or restricted by legislation. These companies, in their present simple formation, meet and displace every objection that can be started to general joint-stock associations. So far from deterring, they induce persons of considerable wealth to become partners, from the consciousness that they do not thereby render themselves responsible to the whole extent of their properties; they do not encourage a reckless system, because their management does not possess the power of pledging the credit of the company, or of obtaining large advances on the faith of an unlimited liability, and they invite into legitimate trade that large class of the community who are willing to risk a portion, but afraid to venture all that they possess in it. Call it by whatsoever name you please, if ever there was a system which deserved legislative encouragement and protection, it is this; and to that encouragement and protection are our suggestions and efforts mainly directed.

By legalising and adapting the Cost-book Principle, we create establishments in which the savings of the middle and humbler classes may be safely and profitably invested in many local adventures. A system that sanctions the embarking of small sums in trading concerns, on the fair prospect of receiving a proportionate share of profit, would be availed of in many ways within peculiar localities, as well for the gain of individuals, as the advancement of friends and relatives, if the public once saw short and simple enactments for its promotion and protection. In order, however, to induce parties to invest their money freely in such associations, the law must be very emphatic in restricting and defining the duties of those to whom the management is to be confided, for the acts of interested and irresponsible directors are too constantly pointed at as evidence of mismanagement and ineffectual control.

The defective state of the laws of partnership in England prevents many rich men from assisting a poor inventor, and from advancing, when desirous themselves of retiring, young men who have conducted themselves well in their establishments, from a well-grounded apprehension that any assistance which they might render to either might have the effect of involving all they possessed in the world. Men, with the best intentions of advancing friends, relatives, and dependents, naturally shrink from such a responsibility.

By carefully collating the multiplied evils which have hitherto attended the working of our complicated but imperfect laws, those to whom the preparation of the proposed measure shall be confided can avoid the defects which are so generally felt, and which are recorded in the evidence taken before successive parliamentary committees. Our object is to reduce legislation to the simplest possible form, to have embodied in it a series of rules, distinctly defining the relative rights, liabilities, and duties, of every separate class, of the company itself, of its shareholders, directors, and officers, to the public, and to themselves; and above all, introducing uniformity, so that a shareholder, in many such companies, acquainted with the regulations of one, may rest satisfied that all the rest of the same class in which he is interested are guided and governed by the same principles. This code of management, embracing every point and every subject, we propose to combine in one law, to be termed, and known to the public as the "Joint-Stock Companies' Consolidation Clauses Act," a measure which, if judiciously framed, will, we venture to predict, be one of the greatest legislative blessings which can be conferred on the mercantile community.

It is at all times a gratifying task to record successful mining adventure, perhaps more particularly so after long periods of unrewarded enterprise and anxious suspense. We have repeatedly had occasion to remark on the enormous amount of British capital which has been totally wrecked and lost on the rocks of foreign mining speculation, in too many instances through the cupidity of needy adventurers, promoting undertakings not based on a sound legitimate foundation; and in others, from the capitalist, too eager for an enormous and visionary return on his investment, passing by the unexplored and certain mineral wealth of his own country, and rushing into insecure and dangerous speculations in a distant land.

It is, however, interesting to trace the progress of such as have been established on a sound basis, and their affairs conducted with prudence and integrity; and among the numerous companies projected within the last 30 years for the working of gold deposits in South America, we would now proceed to notice the IMPERIAL BRAZILIAN MINING ASSOCIATION, formed in 1825, under the most influential patronage and flattering prospects, for working gold mines in the province of Minas Geraes, in Brazil. This company's operations commenced with purchasing the large and valuable estate of Gongo Soco, which in 15 years produced net nearly a million sterling, of which 335,0000. were paid in dividends to the proprietors, and a duty of 25 per cent. to the Brazilian Government. Since 1840 the duty has been 10 per cent., and since 1850 5 per cent. The mine, however, has been less productive, and during some years has not paid for the cost of working it; but throughout its various phases its shareholders, borne up by hope and energy, have exercised much praiseworthy patience, and well-merited confidence in their direction, has enabled them to persevere in improving the productive capabilities of the property. From the tenour of recent reports, and particularly the last (which will be found in another column), it will be found that the produce is increasing, and it is to be hoped, under the present experienced and judicious management, both here and in the Brazil, the association will again enjoy the reward of some approach to that satisfactory produce which marked its early days.

It will be interesting to refer back to some of the earliest reports of the directors to the proprietors at their half-yearly meetings; and in the third of these, presented on the 12th of October, 1827, we find them saying—"It is with much satisfaction the directors meet the shareholders on the present occasion: having undertaken what they justly considered a fair adventure, they have steadily pursued that course which appeared to them best calculated to attain the object of the shareholders. They knew it required time and arrangement to establish the concern, and to bring it into a state of productive return; it may, therefore, be readily imagined what a gratification it is to them to witness the arrival of that epoch when the fruits of their anxious endeavours are beginning to be reaped by the proprietors, whose confidence and good opinion they have ever been so desirous to obtain." The returns of gold, as reported at this meeting up to the end of June, 1827, were 1214 lbs. 4ozs. 3dwt. 7½ grs., and a dividend was declared of 30s. per 20l. share; or 7½ per cent., with authority to the directors to increase it to 3l. per share, or 15 per cent., as soon as the remittance of the balance of gold extracted from the mines to the 30th June arrived from Rio de Janeiro, which was daily expected.

Our space will not allow us to go through the details of the history of the association for the past quarter of a century; suffice it to say, it has been prosecuted with various success, experiencing at some periods the most exciting prosperity, at others the most depressing absence of it, the latter position having been unfortunately, for many years past, in the ascendant. The accounts recently received are, it will be seen, of a much more satisfactory nature than for a very considerable period previous; the stuff from the mine for one month's stamping produced upwards of 31½ lbs. of gold, a larger return than has been made since 1846. Great progress has been made in opening out the Camera lode, described as very large and promising, from which great returns are anticipated when the new and improved stamping and amalgamating machinery now in progress is completed. Rich samples of gold had also been taken from the Antonio Pereira vein, and much surprise is expressed that workings are not commenced upon it, tradition speaking of its great riches, and many of the wealthy inhabitants being ready to join in the formation of a company for its development. The whole field of Gongo Soco has hitherto been but imperfectly explored, and from which great discoveries are anticipated. The recent discoveries cannot be otherwise than most encouraging to the shareholders,

as well as to the new management. Mining conferences are held weekly by the several captains in the presence of the Chief Commissioner, Mr. OXENFORD, jun., which shows the existence of mutual confidence, and a desire to profit by each others experience, and jointly advance the interests of the association. Looking at the vast extent of the property, the well-known auriferous nature of the strata, and the traditional accounts of the former wealth obtained from the district, we shall scarcely yet be surprised at discoveries, productive of highly beneficial results.

Having in the last Number of the MINING JOURNAL given a general summary of Mr. MATHER's excellent pamphlet on *The Coal Mines, their Dangers, and Means of Safety*; we now proceed to notice more particularly those chapters treating on Ventilation—a branch of his subject to which the author has devoted a large portion of his pages, and the importance of which is now generally understood and acknowledged. In detailing the author's views, we would premise that we do not identify ourselves with any particular principle: much discussion on the value and superiority of the furnace, the steam-jet, fans, blowers, air-pipes, &c., and much original information on these several methods, between and from practical men, have at intervals appeared in our columns; and we now simply record those of the author, as emanating from actual observation, an anxious desire to improve the condition of the working collier, combined with much practical experience.

It is first very properly assumed that ventilation is the chief means of safety, and the only means of health in mines; that natural ventilation is a most dangerous process to be depended on, uncertain, without power, and depending on the winds of Heaven, and the temperature of the atmosphere. Mechanical ventilation is much practised in Belgium, by fans, pneumatic-wheels, piston machines, spirals, screws, and aerometers. Furnace ventilation has been in use in some of the best mines of England, France, and Belgium for nearly a century: the principle is, suppose a pit of 600 ft. deep, if the thermometer in the atmosphere and shaft is at 60°, by placing a fire or furnace at the bottom of the pit and raising the temperature of the air to 120°, it will make a difference of weight or pressure of nearly 5 lbs. on the square foot, and if the pit is 8 feet in diameter it will reduce the weight of the whole air upwards of 250 lbs. If there be another pit of the temperature of 60°, its air will immediately press with a weight of 250 lbs. on the furnace pit air, which being heated as it presents itself in its turn, will give a perpetual stream of ventilation through the passages of the mine that communicate between the two pits, the *up-cast* and *down-cast*. A rate has been obtained of nearly 17 miles per hour.

The steam-jet ventilation is by high-pressure steam, at a velocity greater than that of sound, projected against the entire column of air in the shaft. It has produced in the up-cast shaft of one mine a current at the rate of 23 miles an hour. As this mode of ventilation is less understood than that by other processes, as it has been applied to the arts, to chimneys of locomotives, steam-vessels, and manufactories for fire-draught, as serious errors have been committed in attempts practically to employ it, and as it has become not only a mining, but a parliamentary question, the author enters fully into its examination. It has become a question of deep interest to mines; the Northern Institute of Mining Engineers have been busy with it for months; another committee of the House of Commons investigated it in the last session, and will renew their labours in the next. Evidence has been adduced of its effective working for four years. The author personally investigated its effects at Seaton Delaval, South Hetton, St. Hilda, and the factories on the Tyne, where it is employed. The results are then given in a series of tabular matter, showing the total quantity of air going into the workings at Seaton Delaval by the furnaces 37,240 cubic feet, and after the jets were at work, with the same amount of furnace area, 70,510 ft., an increase in favour of the jets of 33,270 ft., or 89 per cent. The interior workings were entirely free from gas. Mr. MATHER went along the return drifts to the great western goaf 800 yards from the shaft, extending over 600 acres. In the return, on the south edge of the goaf, one of the lamps was uncovered, and the naked light was taken into the goaf; there was a pressure of air, and no gas showed itself. There is not another pit so ventilated as to permit with impunity an act like this. The extent of its passages is 48 miles, containing 9,292,000 cubic feet of air, weighing 312 tons. The quantities of air at Seaton Delaval, as measured by different persons, are—Prof. PHILLIPS, one quantity, 85,690 cubic feet; average of five other experiments, 79,848 ft.; Mr. T. J. TAYLOR, 77,455 ft.; Mr. FORSTER, 85,590 ft.; Mr. MATHER, 95,984 ft.; Messrs. FORSTER, MATHER, and LAMB, 87,735 ft.; and Messrs. FORSTER, LAMB, and JUDG, 102,320 ft. The miners themselves, after four years' trial, speak confidently as to its merits as a ventilating power over their former furnaces worked without it. Mr. MATHER then proceeds to analyse a report of an inspection of the Seaton Delaval Pit by Messrs. DUNN, DICKINSON, MACKWORTH, and WYNNE, on the 15th and 16th of December, 1852, and shows great irregularity in the results, and a want of uniformity in principle and practice. Peculiar additions given or withheld at pleasure, sometimes 80 per cent. of the quantity of air obtained, and sometimes nothing at all, called "corrections for friction," are mingled with their experiments; which themselves are so confused and varied as to affect the whole report, which requires full and clear explanations to render it intelligible, and befitting its official source. A number of very anomalous examples are then given of calculations against the jet and in favour of the furnace, so anomalous that they should naturally have excited in the minds of the inspectors themselves strong suspicions of the correctness of their testing operations. The analysis shows, that in one experiment, taking the unaltered registers of the instruments *with the jets*, the air in the boiler drift exceeded the furnace power by 1954 cubic feet per minute; and yet the report, by a system of fractional corrections and inexplicable alterations in the experiments, makes the furnace power exceed the jet by 3556 cubic feet per minute. Thus the jet power exceeding the furnace by about 30 per cent., is reduced by a peculiar process, at the will of the inspectors, to less than nothing at all, and then a preponderating result given to the fire-power of about 43 per cent. besides. Mr. MATHER concludes this part of the subject with the following remarks:—"Errors like these of principles, processes, and detail, pointed out in this paper, give a right to those interested in mines to seek explanations at the hands of the reporting inspectors. Far more so does it seem necessary that the Committee of Parliament appointed to investigate this subject should have them explained; and, above all, if it be correct as is stated, that the Home Secretary and Government mean soon to legislate on the subject, it is imperative that they and the Legislature be not committed to erroneous principles, which may only be rectified hereafter by the loss of thousands of valuable lives. The facts and analyses given in this chapter shows the Inspectors' inspection of Seaton Delaval to be absolutely worthless, and in every way unfitted to lead to sound practical conclusions, but quite the reverse."

At Morton and South Hetton Collieries, Mr. MATHER, in company with Mr. FORSTER, and his usually able staff, tried several experiments with and without the steam-jet, the result being an increase of 37 per cent. in favour of the steam-jet, although in a disadvantageous position, being placed obliquely, and thus obstructing the free action of the steam by projecting against the shaft.

At St. Hilda's Pit, South Shields, the most striking results have been shown by the use of the steam-jets which have lately been successfully completed. They have cleared out the pit when no other power, without desperate risk and enormous cost, could have done it. The depth of the shaft is 850 ft., with 75 miles of passages, containing 14,500,000 cub. ft. of air; the mine was so foul that no naked light was allowed to approach the shaft. On the 31st of Dec., 1852, as a man was carrying a shovel of burning coals upwards of 20 feet from the pit's mouth at surface, the gas caught fire, and formed an enormous blaze 40 feet high, covering an area 98 ft. square; it raged for hours, burning all within its reach. Had it descended into the mine, and exploded the 14,000,000 ft. of gas, it would have shook South Shields as if by an earthquake. Since then the pit was a waste, and a connection made between Harton Pit and St. Hilda's enabled the gas to escape into the former, which more than once threatened to blast at the furnace there. The Harton pump-engine, about 260 horses, can scarcely do more than its own work, so that no water-fall for ventilation could be used in either pit, without drowning out the workings, and doing irreparable damage. The furnace could not be lighted, for it would have exploded and laid waste the whole mine; the enemy was in possession; nothing but the jets in this grave dilemma could save the mine. Mr. Wood, the Hetton experimenter, is one of the chief proprietors, and lent the jet apparatus from Tyne Main, another of his mines. They were erected at surface on the 14th of May, and with 20 jets in a few days they were able to penetrate about 2000 yards in the mine. Afterwards four more were added, when by the 20th of June they were nearly as far as the utmost bounds of St. Hilda, within two pillars of the extensive eastern workings. On the 21st the mine was clear, no gas showing itself at the

top of the up-cast. This valuable property has thus been placed under command and in safety by the steam-jet, when no other power could be brought to bear during an interval of several months. Thus did the jets at St. Hilda controvert the jets at Hetton, by saving the mine of the Hetton experimenter, as did this experimenter his own opinion, by employing them to save his mine. The increase over former furnace power was quite 50 per cent.

The author calls attention to the experiments of the above-named Mr. Wood, one of the leading viewers of the North, made at Hetton previous to the successful one at Hilda; and while he gives this gentleman the fullest credit for his laborious application in the experiments which he has made, and is rejoiced at the interest displayed in the subject, he considers it can be shown that errors have been committed in the application of the jet that will vitiate, if not entirely destroy, the conclusions at which he arrived. The author then carefully investigates every part of the report, and shows that the conclusions arrived at were erroneous. His observations, founded on truth, are made in the most courteous manner, trusting they will be similarly received, the object on all sides being the security and interests of the miners and the mines.

The recent catastrophe on the Southern and Western Railway, near Dublin, seems to have aroused public attention, and to have excited general alarm, more than any of the terrible casualties which have of late years been unfortunately so frequent. There was nothing peculiar in the circumstances attending it, nor in the causes from which it originated; on the contrary, a passenger train breaking down from defective machinery, and being followed too suddenly by a luggage train, is a case, we fear, of every-day occurrence. Accidents have been singularly rare on the Irish railways—fatal ones altogether unknown; exemptions, to some extent attributable, perhaps, to greater care, but, we believe, more correctly, to the limited number of luggage trains on the Irish railways, as compared with this country. The fact, however, of so very appalling a calamity occurring in Ireland, where, from the restricted state of traffic, it was least to be expected, has had the effect of increasing our apprehensions in England, where the dangers of similar misfortunes are so much greater. We set but little value upon the deliberations of coroners' juries, and shall, therefore, dismiss from our consideration the very desultory irregular, and unsatisfactory, examinations with which the public journals have been crowded, and confine ourselves, in our observations, to the broad facts of the case, and to the best means of preventing for the future a similar scene of carnage.

It seems generally admitted that the Southern and Western Railway, and the arrangements of its company, are admirably conducted; and certainly the accidental breaking of one of the pistons of its engine, which caused the express train on the evening of the fatal accident to stand still, was an occurrence against which human foresight could not provide, or the best precautions prevent. It would appear, that to the express train a danger signal, or red light, was attached, but the lamp seems not to have been lighted or visible; and this was at first justified, on the ground that as the express train was due in Dublin at 6 o'clock, P.M., there was then sufficient daylight to render the lamp unnecessary. It would also appear that the guard of that train was furnished with explosive signals, and that it was his duty, when his train was unable to move forward, to have returned down the line, at least for a certain distance, and to have laid them on the rails, in order that an approaching train in passing over them might explode them, and be thus apprised that danger was impending. These signals do not appear to have been used, and the guard seems not to have taken any step to warn those who were following his train of his perilous position, save that of taking a small lamp down the line, which presented to the moving train a red light, and to the stationary one a white light, and waving it. These appear to be the only precautionary means with which the express train was supplied, and they would seem to be those usually employed. Although, perhaps, useful as auxiliaries, we should not be disposed to place much reliance either on the waving of a small lamp, or on a danger signal; as the weather, in this instance, was hazy, it is possible, perhaps probable, that the first was never seen, and we easily imagine that damp, or accidental circumstances, may interfere to prevent the others from exploding; and even their explosion may be unobserved or mistaken in the necessary noise attending the quick motion of the train and engine. We can see no reason whatever why there should not be, as a fixed and general rule, a large lamp at the end of every train; it would be attended with little expense to keep it constantly lighted; showing a red light, it would be visible even on a dark day; and in a case like the present, where night closed in before the train could reach its destination, it would, of course, be invaluable. To some of the continental railway trains is attached a bell, emitting a peculiar sound, and heard at a great distance; and although that distance must vary according to the variations of wind and weather; it may, perhaps, be worthy of consideration whether so simple and inexpensive a precaution, which any person may render available, ought to be altogether overlooked. Bells are every day used with effect in artificial harbours and at lighthouses to warn off steamers in foggy weather; and as in cases of such serious moment as apprehended collisions of railway trains even the simplest precaution ought not to be neglected, we would suggest that enquiries should be made as to the value and results of the bells in use abroad, and that experiments should be instituted in order to ascertain accurately at what distance, under every variety of circumstances, bells can be distinctly heard on a railway.

We now come to consider the means which those entrusted with the conduct and management of the luggage train in this instance possessed, enabling them to avoid this collision. This involves several serious questions, and if we arrive at the conclusion that these means were insufficient, it will be our duty to select from the precautions which have been suggested to the public those which we consider most worthy of attention. We believe that we are justified in assuming that legislative provisions are contemplated on the subject, and the great object ought to be to render those provisions as perfect as possible. We quite concur in the opinion which very generally prevails, that the engine-driven is sufficiently engaged in the management of his engine, in watching his fires, his steam, his boiler, his wheels, his valves, his gauges, and his other machinery, and in keeping time. All competent judges seem to agree that it is neither wise nor just to impose upon the engine-driver, whose eyes are at one moment dazzled with the glare of his fire, at another enveloped in an atmosphere of steam, smoke, and cinders, and at another exposed to the keen cutting of a bleak wind, rendered more than usually severe from the speed with which he passes through it, the nervous task of also keeping a look-out. In steam-vessels, the men in charge of the engines are considered to have ample employment in minding the engines, and are required to attend to nothing else, the duty of looking ahead being confided to a distinct and trusty person; and we hope the day is not far distant when it will be imperative on railway companies to attach to every train a conductor, so placed that he can completely look ahead, provided with one of the most improved glasses, and having under his control not only the engine-driver, but the most efficient means that can be devised of checking and breaking the speed.

The distance within which it was competent for the engine-driver of the luggage train in this case to have pulled up has been the subject of much discussion, and of experimental enquiry, and we conceive that the results have not tended to improve our notions of safety, although the experiments were deliberately conducted under the immediate superintendence of Mr. MILLAR, the chief engineer of the company. In order to procure a train of the same weight as the luggage train in question, 16 waggons were attached to two first-class and one second-class carriage, with the same break van which was in use on the evening of the accident. The weight of the carriages was 145 tons 12 cwt. 3 qrs., of the engine 22 tons, and of the tender 10, making a gross weight of 177 tons. It was first tried at a speed of 20 miles an hour, and although with every convenience prepared and at command, and the state of the rails favourable, the arrangements do not seem to have been perfect; the train was perfectly stopped in a distance of 915 yards, being 35 yards over half a mile. The second experiment was made at a speed of 25 miles an hour, and the train stopped in 637 yards; and a third, at a speed of 32 miles an hour, and the train stopped at 804 yards. Even in the best arranged experiments, got up for the purpose, the differences in the times required satisfy us that it is impossible to calculate with certainty as to the exact period within which a train, in ordinary motion, can, without previous preparation be completely stopped. There were also very conflicting opinions as to the distances at which lights were clearly visible, the distances being dependent on the state of the weather, curves in the road, and the intervention of bridges. It appeared, also, that the break while in motion only locked two wheels out of four of the break van, so that the public, even on the best regulated railways, are at the mercy of a variety of cir-

cumstances. It has been suggested that an improved system of breaks is practicable, by which not only all the wheels in a break van, but in every carriage in a train, and even of the engine itself, can be speedily and effectually locked. If this be the case, it will be the duty of the Legislature to satisfy the public mind on the practicability of such protection, and by enforcing its observance, almost entirely remove the risk of future danger.

An admirable arrangement adopted on the Dover line has been strongly put forward—namely, that of obliging the station-master to telegraph the arrival of every train at his station to the last from which it came, and making it incumbent on the station-master of that station not to start another train until apprised of the arrival of the former. This system would, of course, afford very considerable protection, but it would require a person acquainted with the working of the electric telegraph at every station, it would be necessarily liable to miscarriages and mistakes, and as express trains do not stop at as many stations as ordinary ones, it may possibly, in many instances, cause confusion, and even derangements of time.

We have now reviewed all the numerous suggestions which appear to us to be entitled to weight, and we think, exhausted the subject. There is none of more importance—none in which the safety and sympathies of the public are more vitally concerned. It, also, very materially affects the interests of the proprietary of every railway company, and is daily becoming more serious to them; as the effect and operation of Lord CAMPBELL's bill, is to create them great insurers against the destruction of lives, for the benefit of the families of those who have been sufferers by, or the victims of, their default.

A stereotyped verdict of *manslaughter*, by a coroner's jury, against an ill-fated engine driver or stoker, will not satisfy the claims or requirements of the public; neither do we think that railway companies ought to be the framers of their own rules. Our measures would be remedial: we should propose that the several railway accidents which have startled and alarmed the public mind for years past, should be carefully examined and collated, and the causes of each investigated and ascertained. That from the results of such enquiry should be carefully and deliberately framed a series of general regulations, to be submitted for approval to the Government authorities and the judges. We should then recommend that these rules for the guidance of the public, and the government of companies, their officials and servants, should be either embodied in an Act of Parliament, or should have the force of one conferred upon them; that they should be printed, and also posted conspicuously at every station, so that every person in the community may be acquainted with them, and be thus enabled to judge whether they have been observed or violated.

The expedition which left our shores early in the spring to examine the mineral deposits in Greenland, discovered by M. LUNDB, have returned, bringing with them 16 tons of copper ore, together with a number of specimens of silver-lead, &c.—all indicating great metalliferous wealth. It may be remembered that, some two years since, when the discoverer was in this country, we gave our opinion of the value of the specimens which he had brought from Greenland; at the same time we mentioned that, though the indications were very promising, yet, owing to climatic influences, and other causes, we much doubted whether mining could be profitably pursued in the Arctic regions. Experience has shown us that in most countries which have been explored the lodes do not exist regularly, but that the ore is generally found in squats or bunches—they being very irregular, rich one day, and out out the next; and this feature is predominant over nearly all the northern portion of the Scandinavian peninsula—the only two mines of any note, or steadiness, being those of Alten and Quanaeng; while it is well known the whole of Norwegian and Swedish Lapland is interspersed with mineral indications. Coal, highly bituminous, as well as lead, copper, and plumbago of the first quality, has been found at Spitzbergen; but the climate is so severe that, during the winter, which there extends over ten months, it is impossible for those who may be there to leave the shelter of their huts for several days. The climate of Greenland is not so inhospitable. The summer there lasts about three months, while probably at the spring and fall there is about three weeks or a month of open weather; but it must be borne in mind that, although mining operations may be carried on with greater advantages, as levels can be driven into the mountains, so as to intersect the lodes without the necessity of sinking or forking the water, which here as in mines similarly situated would find its own level, yet that it would be absolutely necessary, previous to embarking in an enterprise of this magnitude, entirely to colonise the locality in which the mines might be situated. For fuel, provisions, stores, materials, &c., they must be dependent on foreign aid. It would be necessary that their miners should be brought from other countries—there being no opportunity of finding native labour on the spot, the Esquimaux, like the Laplander, having a great dislike to regular work; and it is notorious that, during the 27 years the Alten Mines have been in operation, they have been solely dependent for labour on the southern parts of Norway, or the Finnish Quans. In no instance have they been able to obtain the assistance of the aboriginal Laplander. It is well known the large sums of money which were expended there on building purposes; and when we calculate that there was abundance of fuel, and means of purchasing houses, we may form some idea of the cost which would be required to colonise a spot where none of these advantages existed. The per centage of the ores may be great, and the lodes well-defined; but to develop these not only is capital required for that purpose, but likewise to found a colony, and then support it. No one will go there unless at a high rate of wages. When all these circumstances are dispassionately considered, some idea may be formed of the cost and profits to be derived from mining in Greenland.

The marked and rapid advance which Ireland has recently been making in the social scale, and the increasing comforts which have been secured to large portions of her peasant population, too long sunk in abject poverty, degradation, and vice, must be highly gratifying to every philanthropic mind. This state of things, so highly satisfactory as compared with the position of the country but so brief a period since, has principally arisen from the working of the Sale of Encumbered Estates Act, which, by giving a clear and legal title to all lands purchased of the Commission, previously scarce possible of attainment, has engendered confidence, caused the influx of capital, and the development of much of Ireland's mineral wealth—a staple national resource which will one day, not, we believe, far distant, place this fair island of the west in an important position among the mineral producing countries of the world.

Among the several mining adventures which have been brought into operation in Irish ground within the last few years, we would call attention to the CREEVELEA IRON, COAL, COKE, and PEAT-CHARCOAL COMPANY, noticed by us in the MINING JOURNAL of 13th Sept., 1851, about which period the company was formed, with a capital of 30,000*l.*, in 1*l.* paid-up shares, considered ample for the purchase and full development of the mines. The trustees were gentlemen of the highest respectability, two of the five being lessors of the property; and it is gratifying to find, that although, as must always be expected in the establishment of extensive iron and smelting works in a new and almost semi-barbarous locality, many difficulties and delays have been met with, they have been happily surmounted. The furnaces are expected to be in blast in a few days, and the property, which extends over an area of upwards of 3000 acres, and is highly spoken of by Sir ROBERT KANE in his *Industrial Resources of Ireland*, is being rapidly developed; being situated in the rich mineral district of the upper Shannon and Lough Allen, and in the immediate neighbourhood of the Slieve Neenan, or Arigna Iron Mountain, so famous for its clay ironstone, there is every hope and, indeed, probability of a successful result.

We have received a communication on the subject of this company from Mr. PETER BUCHAN, dated Drunkerrin, County Leitrim, October 13, from which it appears this gentleman has been the manager of the Creevelea Company from the commencement, and that he was induced to communicate with us from reading, with much gratification, the papers by Mr. J. HOLDSWORTH, recently published in the MINING JOURNAL, on the mineral districts of Ireland. In this he describes some of the difficulties which the company have had to encounter—the natives to a man were entirely ignorant of every department of labour in which they were to be employed, and the whole of the machinery and plant had to be imported from Scotland; yet the result has been that within several miles around many hundreds have been constantly employed on the works since their commencement, who are now, with their families, well fed, lodged, and clothed, a gratifying contrast to their former state of absolute destitution, and for which the majority appear highly grateful. As a still further encouragement to steadily pursue their labours, and to take advantage of the beneficial chances afforded them, it was recently resolved to give the whole of

the miners, colliers, workmen, and labourers, with their wives and families, a treat in the shape of a procession, succeeded by a tea party, with substantial eatables, which was attended by many thousands of the inhabitants from considerable distances, to witness so novel a spectacle. In the procession were about 100 fine horses, and 60 donkeys, employed on the works, ridden by their usual drivers; there was a goodly show of banners, symbolical of the various trades and occupations represented, and in the evening about 1000 persons of both sexes sat down to a hearty and social meal, and all enjoyed themselves with the greatest good humour, finishing with a dance; and we are assured that a more harmonious meeting never took place in Ireland or elsewhere.

This altered state of circumstances in a province of Ireland which was once the bye word for all that is barbarous, ignorant, and criminal, marked by a continuation of agrarian outrages of the most revolting character, and the habits of the denizens of which were little removed above the brute creation, is highly cheering. One series of results we believe is certain, that by this introduction of employment on a large scale upon a staple national product the company, its managers, and agents, have obtained a sound moral footing in the minds of the peasantry, who will rapidly be led to appreciate the comforts of regular and well-paid labour, be elevated in their own esteem; and the means placed at their command for the proper education of the rising generation will enable the population rapidly to emerge from the crude and unenviable state of their forefathers, and place them in a respectable position among the productive community.

Some invidious remarks have been made in a contemporary journal on the fact of Sir JAMES GRAHAM, in his official capacity as First Lord of the Admiralty, having taken upon himself the responsibility of abolishing the School of Mathematics and Naval Construction, at Portsmouth; and a rumour has been circulated that the advancement of Dr. WOOLLEY, who, during the five years of its existence, was at its head, to another office, and Mr. RAWSON, the head master of the school for shipwright apprentices, being transferred to the government of the Central School, had been originated, and carried out through the unjustifiable anxiety and interference of Mr. FINCHAM. As there is really no foundation whatever for the statement, which must have obtained currency through some unjustifiable jealousy, and as it is but doing justice to an enlightened, liberal, and worthy man, we cannot avoid an endeavour to set the latter gentleman right with the public, convinced that our remarks will be substantiated by all who are acquainted with the facts. Mr. FINCHAM has been charged with a discreditable opposition to the students of a school which he was himself the main instrument in forming, and to promote the efficiency of which he has devoted a considerable portion of his energies in a constant endeavour to render education available to the advancement of those who possessed it, whom he was ever ready to encourage with facilities for study, and to whom he often supplied books and drawings at his own expense. The assumption that he had exercised any influence with the Admiralty (presuming he had any in such matters, which is not the case), either privately or officially, to bring about the change effected, is equally unfounded. He was not a party, secretly or overtly, directly or indirectly, to the change which has been made; he had no object, either personal or relative, to attain by it. Had he desired to advance the interest of Mr. RAWSON, a course would most probably have been taken to secure him pecuniary advancement, while the only increase he has gained by the change is in his duties and responsibilities. The charge that the change which has taken place was originated by Mr. FINCHAM, and was a cherished scheme even before the foundation of the School, refutes itself; as that gentleman had never heard of Mr. RAWSON till six months after the formation of the School, and only became acquainted with him by the circumstance of his appointment in the Dockyard. We are afraid that the boldness of this insinuation, which has so evidently the stamp of mere assumption on the face of it, evinces an *animus* in the statements put forth that tells very unfavourably for the fair dealing of the writer.

It is a question not here to be decided whether it is expedient or inexpedient to entrust the mathematical education of young men in the Government service to persons who have not received university educations, but neither an university education nor a private one is of itself a guarantee for, whilst neither condition necessarily excludes, success. Professors have been filled with no unenviable distinction by mathematicians, who have been able to claim the merit of having first developed their own genius, as well as having afterwards directed it to the training of other minds;—as at the Military Academy at Woolwich we find SIMPSON, HUTTON, and BONNYCASTLE, filling the Professor's chair with much credit, and it is obvious that the highest range of genius is that which bursts through the obstacle of inferior birth, and rises to the view of the world in spite of the absence of those adventitious aids of education and association which are early at the command of the higher classes.

With respect to Mr. RAWSON, if we are rightly informed, he is thoroughly deserving of, and competent to sustain, any advancement which he may receive. He is one of Nature's nobles; and, like Prof. HANS, of King's College, has, by a natural talent for mathematical research, raised himself from the labour of the colliery to his present high position in the field of scientific literature.

Amongst those sciences the rapid and extraordinary development of which has formed so remarkable a feature in the 19th century, geology has made gigantic strides, and may be considered as by no means behind other branches of philosophy in interest and correctness of deduction. At a time like the present, when extensive emigration from almost every locality in the Old World is rapidly peopling vast geographical areas in newly-discovered countries, and when mineral research forms so large a portion of employment, every publication tending to simplify the means of attaining knowledge connected with the earth's formation, and the position and arrangement of its strata, is of the utmost public importance. Numerous are our already published works on geology, both elementary and of a more advanced character, and highly valuable as many of them are for the deep research of their authors, and the lucid manner in which the details are laid before us, a field was still open for a work combining descriptive geology with the details of practical mining, and supplying a useful text book to the beginner in the study of mine engineering to the hitherto too generally deficiently educated youth intended for future employment in mining operations, and for the practical colliery viewer, under-viewer, and others similarly engaged.

We are glad to observe that this desideratum is about being supplied in the publication, by Messrs. M. and M. W. LAMBERT, of Newcastle, of *A Practical Treatise on Mining Engineering*, by Mr. G. C. GREENWELL, colliery viewer. The substance of the work is an abstract of, and founded upon, a course of lectures delivered by the author at the Newcastle-upon-Tyne College of Practical Science during the summer of 1852, and will be published at intervals in about 15 parts, each containing 12 pages of letterpress, with four carefully coloured lithographic illustrations, and a variety of descriptive wood-cuts; and the first part, now before us, promises in completion a work of great utility to the mining engineer, to the geological student, to all engaged in colliery and other mining operations, and every one conversant with, or interested in, the great and startling truths of geological science. In his preface, the author informs us that this work originated from a conviction of the necessity which existed for some practical essay on mining generally, and of the advantages to be derived from the diffusion of practically scientific information, in no branch of industry more required than mining. He has, therefore, aimed at the production of a work alike instructive to the student, and referable to, with the best informative results, by the most practical professor, upon the first principles of those subjects with which they ought to be thoroughly conversant. The first number commences with remarks on the application of geology to mining, and a description of the various strata, commencing with alluvial deposits, and following the series downwards to the primitive formations. It is written in a familiar and explicit style, unnecessary technicalities are avoided, and, with the aid of the several diagrams, the various details are lucidly explained. The paper and type are unexceptionable, and the whole bids fair to produce a volume of great mining and geological interest and utility, and which will find a place on the library table of most connected with the advancement of these important studies.

TELEGRAPHIC COMMUNICATION BETWEEN ENGLAND AND AMERICA.

According to a communication in the *New York Journal of Commerce*, the formation of a company for a telegraph from New York to Liverpool is nearly completed. The route is to be via Nova Scotia, Newfoundland, and Galway, to Liverpool, the whole length about 2800 miles, at an entire cost of about \$50,000. Improved methods of constructing and laying submarine wires, discovered by an inventor in Massachusetts, will, it is alleged, greatly facilitate the undertaking, and the right of using them has been purchased on behalf of the company. These new methods, it is added, will enable the work to be accomplished within six months from its commencement, so that if it be begun, as intended, in the ensuing spring the line will be in operation by this time.

THE BRITISH MINING STOCK EXCHANGE.

The motto of, perhaps, one of the greatest Englishmen who ever lived, and one who in his day and generation achieved so much for his fellow-countrymen, was "*Vestigia nulla retrosum*" (Not one step backward).

We may possibly justly apply this device to the proceedings and the endeavours of the nascent BRITISH MINING STOCK EXCHANGE, and call upon those few who have been selected from amongst the many to well observe and considerately ponder JOHN HAMPTON'S ancestral motto. Now that, as we trust, the institution which is looked to with so much anxiety, and from which so much is hoped, has been fairly inaugurated, we can but earnestly reiterate the old Cornish legend—"One and All," and call upon every one who has the welfare of our mineral wealth and metallic resources at heart to join strongly and firmly in a determined resolution, not only to establish, but to maintain, a British Mining Stock Exchange. For some years past it has been potent not only to the eyes and the senses, but to the pockets of every one engaged in mining speculation or investment, that a mart has been, and is, required for the due carrying out, legitimately, of transactions in mining shares; and now that, for the third time, there is a positive probability of the establishment of such a market, we feel it our duty to lend it every aid consistent with our position as journalists, and encourage and foster, so far as in us lies, the spirit which is evidently abroad, and if we can, bring about the result so ardently desired.

We are fully aware, both from personal observation and from actual experience, that the committee will have many difficulties to encounter, many prejudices to overcome, and that in fact, they have an "up-hill game" before them. They must not shrink from the performance of their delegated authority—they must not succumb to the requirements of the few or the clamours of the many. To them we and the mining public look confidently for a just performance of the labour they have undertaken, for a combination of strict impartiality, rigorous justice, honest endeavour, and upright intention. The aim they have in view will, we hope, not be personal aggrandisement, or private advantage—not "the bubble reputation," or a desire to exalt themselves above their *confreres*—but an anxious, honourable, genuine wish to place upon a legitimate footing British Mining, and instal, in a recognised and worthy position, all those parties who professionally deal in mining stock. To that end the rules and regulations of the body about to be consolidated must not only be "severely pure" but righteously carried out; not only must they be such as will satisfy the public, but also such as will "compel obedience" in those who come under their dominion; and whilst we accept as a guarantee of good faith the names of FIELD, THOMAS, WATSON, KING, and OLIVER, we earnestly exhort them not to flinch from the work devolving on them, but steadily to persevere, firmly to march on, and vigorously follow out the plain broad track which lays before them.

The British Mining Market has, unfortunately, too long been looked upon as an Augean stable, perhaps justly so. It is open to question, but this we do not wish to discuss; we say, if it be so, great will be the credit and large the fame of those men who, by a union of integrity, wisdom, forethought, courage, and an utter abandonment of selfish purpose, shall succeed in not only establishing but consolidating "a better order and a wiser way" in the transactions of the mining market.

We shall be happy to assist in this good work; and whilst congratulating our readers upon that which not only looms in the future, but is at hand, we trust that before many weeks have passed we may have occasion to record in our columns the birth and growing strength of a British Mining Stock Exchange.

THE IRON TRADE:

ITS PRESENT CONDITION AND PROSPECTS.

The firmness of the iron market, notwithstanding the increased value of money, and the unsettled state of our continental relations, is naturally engaging attention. It appears that production is, at least, stationary, if not reduced; that the stock of iron is diminished; and that the demand has greatly increased.

It is worthy of enquiry, whether this anomalous position of the iron trade is merely temporary, or is likely to be maintained. The present position of the iron trade is anomalous; inasmuch as in all former periods of prosperity, it was pretty evident that, however large the existing demand, the supply would soon overtake that demand; and, in all probability, so far exceed it as to create a fresh period of depression, which could be relieved only by a still greater demand.

Any one who has watched the progress of manufactures in Great Britain during the last 30 years, and has observed the prodigious increase in the demand for iron,—from half a million tons annually to two millions and a half,—must have been struck with the remarkable coincidences which have enabled the supply to meet the demand. Had it not been for the discovery of the carbonaceous iron ores in Scotland, and the introduction of hot-blast in smelting iron, the production in Great Britain would not have exceeded one-half of the present amount; and the recent discovery of the oolite iron ores in the midland counties of England appears singularly opportune for maintaining a supply of minerals adequate to the still increasing demand.

It is true, there is a temporary deficiency in the supply of coal; but no one who is conversant with the subject can doubt that the opening of new coal fields would, ere long, obviate that difficulty. Materials for iron making are found in this country in sufficient quantity to meet any conceivable demand that can arise.

A novel impediment has, however, unexpectedly presented itself; and it is an obstacle by no means easy to be overcome. For the first time in our acquaintance with British manufactures, a scarcity of labour threatens seriously to interfere with the progress of production. This scarcity will, in a great measure, be counterbalanced in several of our staple manufactures—such as the woollen, silk, and cotton—by improved machinery and the more extensive employment of women and children; but these resources are not available in the manufacture of iron. The manual labour of strong men is, and will be, the chief instrument in that manufacture. Mining may be assisted by machinery; but it must be mainly dependent on the sinews of robust men; and it can never be carried on by women or children. Emigration has already taken away hundreds of miners, and thousands who might have become miners, if they had remained in England; and emigration will take away hundreds and thousands more.

Under these circumstances, the probability is that, while the demand for British iron will continue to increase, the production will, for some time to come, remain nearly stationary, if it does not actually recede. The difficulty of procuring miners, and other workmen required in the manufacture of iron, will be an obstacle to the erection of new iron-works, however profitable the speculation may appear; and the same circumstance will interfere with the extension of iron-works now in operation, particularly those in the hands of prudent and calculating proprietors, who wisely consider that, by attempting to extend their works in spite of the scarcity of labour, they may so enhance the rate of wages as to lessen the aggregate amount of their profits.

If these views are correct, either the export of iron, or the consumption at home, or both, must shortly receive a considerable check. The general prosperity in this country has undoubtedly given an impetus to the home consumption of iron, which is probably at least 10 per cent. greater now than it was two years ago. We have no means of accurately ascertaining the home consumption; but knowing the quantity of the iron made, and the quantity exported, we can very nearly approximate to the quantity required at home. The make of pig-iron in the years 1851 and 1852 may be put at 2,600,000 tons annually; and the present make does not materially vary. The exports in those two years were equivalent to rather more than half that quantity; so that, after making allowance for improvement in trade at home, it may be fairly estimated that 1,400,000 tons of pig-iron is now required for home consumption. The exports of iron having so increased in the present year as to leave little more than half the required quantity for home consumption next year, supposing the make and the export of iron both to remain at the present rate, is a fact which must soon press itself upon the attention of makers, consumers, and merchants. Judging from the past, and taking into account the extraordinary stimulus given by recent circumstances to foreign trade, the exports should be much larger in 1854 than in 1853. The quantity of iron exported in 1850 was equivalent to 1,100,000 tons of pig-iron; in 1851, 1,300,000 tons; and in 1852, 1,450,000 tons. In the first eight months of this year, the export is equivalent to 1,245,000 tons of pig-iron, which is at the rate of 1,870,000 tons per annum. This quantity, deducted from a total make of 2,600,000 tons per annum, would

leave only 730,000 tons for home consumption, which is about half the estimated quantity required.

The following statement exhibits a detailed account of the exports of iron from the 1st of January to 31st of August in the present year:—

	Tons	Declared value.	Equiv. in pig-iron.
Pig-iron.....	228,305	—	228,305
Bar, bolt, and rod.....	474,144	—	632,192
Wire.....	6,393	—	9,592
Cast.....	38,589	—	40,518
Wrought, sundry sorts.....	119,600	—	150,466
Steel.....	12,976	—	25,952
Tin-plates.....	—	£ 826,334	45,000
Steam-engines.....	—	305,857	20,000
Machinery.....	—	826,037	40,000
Hardware and cutlery.....	—	2,309,990	45,000
Making.....	1,216,025		
Add 50 per cent. for four months, Sept. 1 to Dec. 31.....	623,012		
Total.....	1,839,037		

IMPORTANT COLLIERY ARBITRATION CASE.

The evidence in the cause, *Child v. Pocock*, was given at Tenby on the 10th to the 14th instant, before Mr. Whitmore, of the Oxford Circuit, the arbitrator appointed by the parties, in consequence of an order of the Court at the last Bristol Assizes to refer the matters at issue for arbitration. There were two actions pending; one by the lessor against the lessee for damage sustained in consequence of the mines having been left full of water or "drowned out;" and the other was brought by the lessee against the lessor for the value of the colliery plant, which had been left on the premises. The lease, the covenants of which were unusually favourable to the tenant, embraced all the coal in the Begelly estate, which had been principally worked by the lessees in two collieries—that to the south and the dip being known as the Barley Park Colliery, and that to the north and the rise of the measures as the Spadeland Colliery. The Barley Park Mine had been abandoned for some years, but when worked had been drained of its water by a pumping-engine within the demised property, and by another to the dip in the adjacent land, belonging to Lord Milford; the lease empowering the tenants to make openings between the two properties, on the express condition that they should make and maintain frame-dams or other sufficient barriers, to prevent the mine from being flooded from adjoining collieries. The Spadeland Colliery is situated so much to the rise of the measures as not to have been injured by the same cause, but was now drowned out in consequence of the pumps having ceased working, and been drawn out of the pit some months before the expiration of the term of the lease, according to the notice given by the tenant. With this brief explanatory introduction, we will now give an abstract of the evidence.

The case for the plaintiff, James Mark Child, Esq., of Begelly House, was most ably conducted by Mr. Field, of the Midland Circuit, assisted by Mr. Burton, of the firm of Messrs. Chilton, Burton, and Johnson, solicitors of Chancery-lane; whilst the case of the defendant, Mr. Pocock, was entrusted to Mr. Kennedy, solicitor, London, who displayed great tact and ability in its management.

The case having been opened privately in London, we are unable to report the speech of the learned counsel for the plaintiff, for which, however, the introductory explanation will probably in some measure compensate. After taking a view of the property, which is situated about five miles from Tenby, the evidence of 14 colliers was taken as to the quantities of unworked coal left in the mines, the present condition of the collieries and plant, and the other matters afterwards mentioned in the evidence of the engineers. The whole of these men were submitted to a severe cross-examination, but, with one or two unimportant exceptions, without invalidating the facts they proved. The reception of this evidence occupied two days, and at its conclusion a long and anxious consultation was held by the professional gentlemen for the plaintiff as to the bearing of this evidence on the legal construction of the covenants in the lease, the result of which was the abandonment of the claims for damage in the Barley Park Colliery. It appeared that the plaintiff was a partner with the lessee when the openings into Lord Milford's ground were made, and that he was tacitly an assenting party to the non-construction of the dams; and further, the engineers were of opinion, that at the time the colliery was closed the remaining coal could not have been worked profitably without drawing the water from it by the pit on Lord Milford's property. As you cannot legally compel a tenant to work coal to a loss, or to pump the water in your colliery on another person's ground, it was decided, for these and other reasons, to waive the claim for the damage in Barley Park.

On Mr. Field stating this decision to the arbitrator on the re-assembling of the court on Wednesday morning, he said he was quite sure that Mr. Field had exercised a sound discretion, and that he might now mention that such a decision was in strict accordance with the opinions he entertained on the subject.

Mr. Joshua Richardson, C.E., of Neath, was then examined by Mr. Field; and said, that he had inspected the Begelly property, and the plant at the Spadeland Colliery, and was present during the examination of the previous witnesses. From the data thus obtained he estimated the quantity of unworked coal remaining in the Spadeland Colliery to be 7 acres of the Timber Vein 6 ft. thick, and 24 acres of the Low Vein 20 in. thick, which was equal to 123,000 tons. As the roof and floor of the Timber Vein were both bad, and the ground was rather faulty and disturbed, he had allowed one-third of the whole for this and for waste, which left 82,000 tons of workable coal. According to the rate the lessee had worked the coal, this would last nine years. He had examined the engines and plant, all of which were in a dilapidated condition, and which in their present state, and in contemplation of their being again used in the colliery, he valued at 793/10s. 6d.; if these were removed and sold, they would be worth at least 25 per cent. less. He estimated the damages sustained by the plaintiff as follows:—

Value of the plant in its present state.....	£ 793 10 6
Repairs of plant, pits, headways, and pumping water.....	1327 15 0=£2121 5 6
Deduct value of plant when repaired.....	1149 15 0
Amount of damage.....	£971 10 6

Mr. Richardson then proceeded to estimate the damage occasioned by the lessees having, according to the evidence of the men, worked within the prescribed distance of 40 yards of the mansion-house, but as this was disproved by the lessees' witness, who had dialled and measured the workings, and who positively stated that the workings did not approach within 50 yards of the mansion, this part of the case ultimately was struck out. Mr. Richardson was submitted to a long and severe cross-examination by Mr. Kennedy, which, however, left his evidence wholly unimpaired.

Mr. W. P. Struvé, C.E., of Swansea, had acted in conjunction with Mr. Richardson in this case, and perfectly concurred with him in the estimates and evidence he had given. On cross-examination, Mr. Struvé considerably strengthened and confirmed the case for the plaintiff. Mr. Armstrong, Town Surveyor of Bristol, confirmed the correctness of the estimates for the damage to the mansion; and Mr. Charles Griffiths, mineral agent to Lord Milford, confirmed the estimates generally, with the exception of that of the plant, which he thought was worth 100/ more. This closed the case for Captain Child.

Mr. John Lloyd, overman at the Spadeland Colliery, was examined by Mr. Kennedy, and first gave evidence as to the extent of the workings near the mansion-house, and then proceeded to say that the Timber Vein when left was squeezed, the bottom and top came together, and was cut off by a fault on the west; the loss in working it would be greater than the profit, it would require so much timber; and there was also fire-damp and foul air. Never worked the Low Vein to a profit, and thought it could not be worked to a deal of profit—the old men had worked it. Thought there was 2½ acres left in the Timber Vein. On cross-examination, he said the coal could be worked at a profit if it were kept dry, and that the engines and pits were workable with a little repairs. He had made a proposal to take the coal, and offered to engage to land 4000 tons a year for two years. Made this offer to Mr. Brough.

Mr. W. Bedlington, mineral agent and surveyor, of Milford, said, he had been engaged in working the Timber Vein for about twelve months. He estimated the cost of re-opening the works from the existing pits at 1008/; but would prefer sinking a new pit, which would cost 776/ By the latter plan the cost of keeping the old ways open, which would cost 10s. per day, would be avoided. He estimated the quantity of coal left in the Timber Vein at 2½ acres, which was insufficient to pay for the expense to be incurred to obtain it. On cross-examination by Mr. Field, this witness entered into a variety of details, and stated that the calculations were

made on the authority of Mr. Brough. Mr. James Wilson, late manager of the Hook Colliery, confirmed Mr. Beddington's estimates.

Mr. Robert Brough, mining engineer, had been manager of the Begelly Collieries since 1841. Had worked a little of the Low Vein, but never found it worth working, as it was not a malting coal. Never meddled with the ground of the Low Vein in Spadland. He took up the pumps because they were no longer useful. He thought there could not be more than 2½ feet of the Timber Vein left whole. The daily expenses exceeded the profits for three months before the work was stopped. The plant and colliery might be put into as good working order as it was when the works stopped for 395½. He estimated the engines and plant, with the engine-houses, at 1645½, and without the houses at 1476½. On cross-examination by Mr. Field, the witness stated he had estimated the rails at 9½ per ton, although new ones could be bought for 8½ 10s., because they were made of E.V. iron, and he had had 9½ 10s. offered for them. Had valued the pumps, although very old, at one-half the price of new. The engine had been valued at half its cost when new, although the cylinder was cracked and honey-combed. He also stated that these coals sold at 12s. to 15s. on shipboard; the expense of conveyance to the shipping being about 1s. 6d. per ton. The Timber Vein being nearly exhausted in this country, increases the value of the coal in the Low Vein. Mr. John Thomas, mineral agent to the Merton Coal Company, Saundersfoot, confirmed the previous evidence. Mr. James Morgan stated that he had repaired the pits last June; and Isaac Nash, blacksmith, went down the pits just before the works were stopped, the shafts were in a very bad state.

With this witness the evidence was closed, and another sitting of the Court was appointed to take place in London in about three weeks. This case has excited very great interest in the country, the parties being well-known, and great disappointment was felt that no immediate decision had been made, as we understand some heavy bets are pending on the result. It is only fair to add, that the ability, strict impartiality, and courtesy displayed by the arbitrator excited the admiration, and gave unqualified satisfaction to both the parties engaged in this long and difficult inquiry, which occupied four days.

THE IRON AND METAL TRADES OF SOUTH STAFFORDSHIRE.

[FROM OUR CORRESPONDENT IN BIRMINGHAM.]

OCT. 20.—The iron trade, and indeed nearly all other manufacturing and commercial pursuits in this district, have yet proved superior to the depressing influences which appear to be operating more or less upon all other interests in the country. Neither the certainty of war, and rapidly advancing prices of provisions of all kinds, have had the effect of impeding the onward progress of our staple trade. The order books of the ironmasters still exhibit incontestable proofs of the healthy state of the trade, and naturally suggests the desire that nothing may occur to interrupt this fortunate state of things. At the final close of the quarterly meetings, on Saturday last, at Dudley, the attendance of buyers was unusually large, and the same spirit which was displayed at the Birmingham meeting this day week was fully maintained. The demand for pig-iron continued, and an advance of 5s. per ton may be said to be established. For sheet-iron the consumption is still far greater than the supply, and likely to continue so. It is, however, much to be regretted that the condition of the labour market offers no small obstacles to the production of iron and coal. The colliers, although they have partially returned to work, are still dissatisfied, and cannot be prevailed upon to continue more than half their time in the pits. The consequence of this cessation of labour has been the partial stoppage of some very large works, and non-fulfilment of many pressing orders for iron and manufactured goods. The men have been led to believe their employers can realise any additional amount of wages they may impose upon the coal, but if I am correctly informed, they are soon very likely to be undeceived. The coalmasters are beginning to feel that they cannot long uphold the enormous high price of manufacturing coal, and that a reduction of price is not far distant. Add to this, that an immense quantity of coal is now daily arriving in this district from Derbyshire, and the South Staffordshire colliers will fare better than many persons expect if they retain their 5s. per day and overtime. If they persist in foolishly embarrassing the masters by unreasonable demands, a reduction of their wages will be the inevitable consequence. Of this I believe they are becoming aware, and have accordingly partially resumed work. In the general manufacturing trades of this town there is considerable activity, and the Australian market still continues to supply ample employment to the manufacturers of iron houses, and all articles of husbandry. In the fancy trades the demand is not as brisk as heretofore, but this is to be attributed to the change of season; nor has the unfavourable state of the weather been without its effect upon the fancy trades. The demand for general hardware goods during the past week has been rather limited, but prices have been firm, and must remain so, while the raw material continues high. In the tin trade there has not been any material change, but it is represented, on the whole, as being easier. The copper market remains stationary in price, with a brisk demand. In the share market there has been great fluctuations since Monday. The telegraph has been in constant use, and the Eastern question and London corn markets have regulated prices where sales could be effected. The share market in this district has suffered more by the uncertainty of events than any other interest. In the district banking circles the reports are favourable to our commercial engagements. Advances are being met with punctuality, and there is no difficulty felt in discounting, subject to the increased rate of interest. The last report received by the Birmingham board of the Rheol United Mines, Cardiganshire, says, "We shall commence making our water-course next week; we find a great quantity of ore stuff left in the old workings, which will pay well for dressing, as soon as our crushing-machine is ready. We are continuing the cross-cut trial at the deep adit Nantglass, and we expect soon to meet the Fox-path lode, from which the adjoining mining company are raising good ore."

The coal miners' strike at Wigan and the district continues, and is now in its fourth week. The number of men out may be put down at 8000, exclusive of the drawers, engineers, bankmen, &c., who will make up another 8000, or 16,000 persons in all who have ceased to receive wages. We shall shortly have to add to these a considerable number of the flatmen and others employed by the coal trade, a portion of whom are already partially idle. Taking as a guide the instance of the Ince-hall Company, who employ from 1400 to 1600 men, and raise from 300,000 to 320,000 tons of coal per annum, or at the rate of about 4 tons per man, the stoppage of 8000 miners has already deprived the district of a supply of about 100,000 tons of coal, which deficiency will go on at the rate of about 32,000 tons per week so long as the strike continues. This deprivation is already affecting very materially the entire population of the district. At the commencement of the strike the stocks of coal at the pits' mouth, were almost nil, the men having for some time acted upon the principle of not allowing stocks to accumulate; and in Liverpool they were equally light, partly owing to the strike of the canal boatmen, and partly to the great demand which has existed for shipping. As the result, common household coal is now being retailed to our poorer classes in Liverpool at 10d. per cwt., and the best at 4s.; and the price to householders has been advanced 3s. to 4s. per ton. The lower qualities in particular are scarcely to be had, and the price, therefore, falls heavily upon the labouring classes. The earnings of the colliers previously to the strike, with the increase of wages (2d. in 1s.), which they were then enjoying, may be estimated at from 30s. to 35s. per man per week, on the average. These, at least, are about the earnings of the Ince-hall Company's men, whose yearly payments in wages amount to about 48,000l. These wages are net, after deducting the amounts earned by the drawers, who are paid by the men; and although they vary according to the productiveness of the seams in which they are working, the net average per man is about what we have put down. Adding the amount paid to drawers and others, we are below the mark in estimating that 20,000l. per week in wages is at present withdrawn from circulation in the district. A portion of the smaller mines are still working, and upon them and the yield of the St. Helen's district we are at present depending. We are all drawing an increased portion of the coal required for steam purposes, and for shipping from the Welsh collieries. The pressure of the demand upon the Wigan owners will be partially lightened by the closing of the Preston Mills. The temporary cessation of shipments to Australia, whether our emigrant ships take large quantities as ballast freights in lieu of coals. Still, it is fearful to contemplate what may be the result of a lengthened continuation of the struggle in the event of an early and severe winter; and there is one circumstance which favours the idea of an obstinate perseverance on the part of men—namely, their ability, on the resumption of work, even at existing wages, to earn more than they have been doing, and thus to pull up their losses during the strike. For some time past it is not calculated that they have been doing more than four days' good work during the week; notwithstanding which, they have earned the high wages mentioned above. It is hard to say when the strike is to stop.—*Liverpool Advertiser.*

STOUR VALLEY RAILWAY.—INJUNCTION.—Last week notice was served upon the London and North-Western Company, to the effect that on and after Friday, the 24th inst., the Shrewsbury and Birmingham Company would use their powers of running over the Stour Valley line. Wednesday the North-Western Company applied to the Court of Chancery to stay such proceeding; the result was that the Court granted an injunction, restraining the Shrewsbury and Birmingham Company from taking any steps to run over the Stour Valley line without the sanction and authority of the Court.

NEW GAS APPARATUS.—Mr. J. Thomas, of Caen, France, has patented a new method of setting gas retorts. They are set perpendicular, or nearly so, with mouths at each end, and so situated that they form two sides of the furnace for heating them. A perforated diaphragm or pipe is placed in each, and they are so arranged that every alternate bench of retorts is heated by the spare calorific from the next adjoining benches.

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WEEKLY LIST OF NEW PATENTS.

APPLICATIONS FOR PATENTS, AND PROTECTION ALLOWED.
M. T. Raymond: Retarding and stopping railway-trains.—L. Barsham: Bricks, tiles and blocks.—W. K. Newton: Machinery for cutting metal, &c. (a communication).
J. Phillips: Improvements in shaping vessels.—V. J. Baux: Railway-brakes.—J. Griffiths: Steam-engines.—T. W. Kennard: Constructing piers and foundations under water.—H. Berdan: Machine for preserving mercury in process of amalgamation, and for washing and amalgamating gold and other ores.

WEEKLY LIST OF PATENTS SEALED.

H. Blake, of Brighton—Improvements in railway wheels.
J. and W. Cooke, both of Birmingham—Inventions of machinery for cutting or shaping corks and bungs.
T. Dunn, of Windsor—Bridge iron-work, Pendleton, near Manchester—Improvements in and applicable to boilers or apparatus for generating steam, and in apparatus connected therewith.
W. Chisholm, of Holloway—Improvements in the purification of coal-gas, for the purpose of illuminating and heating, and obtaining, by the ingredients used therefor, manures, salts of ammonia, and sulphur.
C. F. Spicker, of New York—Improvements in generating and fixing ammonia.
J. H. Mortimer, of Chester-place, Old Kent-road—Improvements in lamps.
P. Fairbairn, of Leeds—Improvements in reeling machines.
J. H. Mortimer, of Chester-place, Old Kent-road—Improvements in lamps.
A. J. Damery, of Paris—Improvements in the manufacture of paste and enamel but.
C. Blair, of Maryhill, Lanark—Improvements in propelling vessels.

IMPROVEMENTS IN SHIP-PROPELLERS.—The title of Disc-propeller, given to a patented contrivance now exhibiting in model at the Royal Exchange, at the entrance of the Underwriters'-room, does not convey any direct idea of the arrangement of Mr. Burch, of Crag, near Newcastle. The propeller is not effected by a disc, but by vanes (in the model something of the boomerang form) or helical sections, which he calls "fins," set at the circumference of a disc, or wheel, to which the corresponding lines of the vessel are prolonged, so as to form a kind of cylindrical-shaped projection, from the position of the disc tapering off to the stern-post, and forward forming a continuation of this quasi-cylinder, or trunk, to a little abaft the beam. Above and below the disc, the stern-post, the propeller, the fins, or vanes are set upon the disc, and, revolved by the motive power, propel the vessel. The advantage alleged is, that the truncated lines act in the manner of Griffith's globular centre, in nullifying the central resistance, which chokes the ordinary screw, "an object which is a grand desideratum, if attainable." "The advantages," says the inventor, "gained by this arrangement, consists in shielding the ineffective surface of the propeller from the passing current, and leading the water upon the fins at such a radial distance from the axis as will secure the whole power applied in the right direction." By this alteration of the locality of the screw, the current is thrown direct on the helm, whereby an immense advantage is gained in the improved steering of the ship. "There are other proposed advantages, in the improved lines for construction, both fore and aft, as well as in feathering and withdrawing the vanes, or fins, which cannot be appropriately explained without illustrations. Whether these improvements will bear the test of practical application on a large scale, is a problem which Mr. Burch proposes to have solved by the construction of an experimental vessel, and subsequently by introducing it in one of our ocean steamers."

IMPROVEMENTS IN TREATING COPPER ORES.—Mr. A. E. L. Belford has secured a patent for certain methods of treating copper ores, in the specification of which it is stated that—1. The calcined ore is washed with water in vats of masonry, lined with wood or lead, to avoid infiltration, and placed at different heights, in order that the water may flow from first to the other, and the quantity of this mixture to be added to the material being kept at a level until the whole of the salts of copper, formed by calcination, are dissolved. The wash is then run into spare vats, and left to clarify.—2. The wash is concentrated in leaden evaporating vessels, and powdered vegetable charcoal is added, the mixture forming a paste, which may be made into bars.—3. The bars or bricks made of the paste are then baked in pottery ovens, which deprives them of all sulphuric acid by the time the bars or bricks turn to a deep violet colour.—4. The bars or bricks are then melted and passed to a reverberatory furnace, to be formed into ingots.

IMPROVED IRON MANUFACTURE.—Mr. H. Leachman, of Compton-terrace, Islington, has patented a process in the manufacture of iron, in which he commences with brickdust, salt, and black oxide of manganese to pig-iron in the boiling process. The proportions for mixing the materials in the first instance are brickdust 120 lbs., salt 10 lbs., and oxide of manganese 20 lbs. The quantity of this mixture to be added to the iron varies from 20 to 50 lbs. per ton, less being used as the iron is of superior quality.

IMPROVEMENTS IN ROLLING IRON.—Mr. C. May, of Great George-street, Westminster, has patented some machinery for an improved method of rolling iron. Four steam cylinders set upon one large main wheel, and the rollers are so arranged as to be driven alternately in opposite directions, without reversing the machinery. The pile or rail may be passed backward and forward through the rolls, and be elongated in both directions, without the necessity of lifting it over the rolls. Another claim is for arranging a series of rolls, so that they shall be at such distance apart that the iron may not be between two pairs at the same time, and yet so that the succeeding pairs of rolls may be so near as to receive the iron immediately it has quit the preceding pair.

IMPROVED PISTON.—Mr. R. E. Peterson, of Tottenham Court-road, has patented a new piston, consisting of a flexible or elastic material, of a hollow hemispherical or conical shape, provided with a rim or flange round its outer edge, held fast by screw bolts between the flanges of two metallic hemispherically-shaped vessels, which form the cylinder, within the upper of which the flexible piston is placed, so as to form a steam-tight chamber between its upper surface and the inner one of the metallic hemispheres. The piston-rod passes through a stuffing-box attached to the top of the upper hemisphere, and is securely fastened to the upper part of the flexible piston.

IMPROVEMENTS IN MANUFACTURE OF SULPHURIC ACID, &c.—Mr. G. Robb, of Glasgow, has recently taken out a patent for improvements in the manufacture of sulphuric acid, alkalies, and their salts. The claims are for the use of powdered pyrites, cinder, oxide of iron, or oxide of manganese, formed into masses with clay or alumina; a mode of keeping up the heat of the kiln or furnace by the use of heated air, carbonic oxide, or other cheap combustible gas, or heated products of combustion. For the decomposition of common salt in a state of admixture with oxide of iron, pyrites, cinder, or oxide of manganese, by passing the vapour of sulphurous acid through such compound; or operating on pyrites for producing sulphuric acid, the heat being derived from the combustion of such pyrites. The use of bicarbonate of soda, as the source of carbonic acid, for effecting the decomposition of sulphate of sodium; and the use of sulphate of lime, and the agents before mentioned, in the reduction of sulphate of soda to sulphuretted soda.

WATER GAUGE FOR STEAM-BOILERS.—A new water gauge, known as "Echols'," has just been introduced in America, said to be a great improvement on the glass tube usually employed. It consists of a metal tube, 2½ inches in diameter internally, and connected with the top and bottom of the boiler by other tubes, ¾ in. diameter, secured to each end, between which and the larger one stop cocks are placed. Somewhat below the centre of the large tube two hollow nuts are screwed in each side, containing a half globe of glass, the convex surface internally, and forming a projection inside. Attached to a glass running up and down with the surface of the water is a tablet, which, when the water rises, it rises to any number downwards, and the number is accurately represented by the quantity of water in the boiler. There always be seen at a glance through the lenses. As the quantity of water in the boiler diminishes, whether flaming or not, the column descends, and with it the scale, until the float rests on the glasses, presenting the water line at the lowest point of its range. On the contrary, if the water increases the scale rises, and at every moment presents a figure to view, indicating with infallible certainty the quantity in the boiler. The advantages claimed over the common glass tube are certainly in action, with non-liability to fracture, the transparency unimpaired by heat, or if the globes should become dirty, they may be removed in two minutes, and replaced by duplicates.

PORTABLE HOUSES FOR EXPORTATION.—We have during the week inspected a portable house, erected on a plan designed by Mr. Perkes, of Walbrook, to get rid of many objections very generally made to iron houses of the common construction, as subjecting their inmates to the inclemencies and miseries of the extreme heat in summer and cold in winter. The frame is of wood, of strong and durable dimensions, morticed, tenanted, and numbered, enabling the most uninitiated in the building art to put them together with great facility. The joints of this frame-work have two sets of grooves, for admitting a panel of slate on the exterior, which when painted stone colour has a very elegant appearance, and one of wood in the interior, leaving a space of about 3 in. wide between, which secures greater equality of temperature than solid walls. The roof is covered with corrugated iron, and the interior is lined with the same material. The house is divided into a commodious living room, with convenient cooking and warming apparatus, a smaller anti-room, which may be used as wash-house, scullery, &c., two bed-rooms, and loft over all. The exterior presents an elegant elevation, and would even make a neat and comfortable country box in England, fit for respectable habitation. Although the price is somewhat more than low-priced iron houses, the comfort and durability renders them cheaper in the end, and the cost is by no means high.

ARTIFICIAL PRODUCTION OF DIAMOND POWDER.—Some considerable sensation has been produced in the scientific circles of Paris by the announcement of the artificial formation of diamond powder. M. Despretz has made two communications to the Académie des Sciences upon carbon. In these he states that placing at one, the inferior, pole of a voltaic battery a cylinder of pure charcoal (its purity being secured by preparing it from crystallised white sugar candy), and at the superior pole a bundle of fine platinum wires so arranged that the charcoal was in the end portion of the electric arc, and the platinum in the violet,—he found the carbon volatilised, and collected on the platinum wires in a changed state. In these experiments the current has been continued during a month in activity, and the powder collected on the wires has been found to be sufficiently hard to polish rubies with great rapidity, and when burnt it left no residue. M. Despretz asks himself,—Have I obtained crystals of carbon, which I can separate and weigh, in which I can determine the index of refraction and the angle of polarisation without doubt? No! he has simply produced by the electric arc, and by weak voltaic currents, carbon crystallised in hexagonal, in colourless and translucent octahedrons, in plates also colourless and translucent, which possess the hardness of the powder of the diamond, and which disappear in combustion, without any sensible residue.—A similar result has been obtained by decomposing a mixture of chloride of carbon and alcohol by weak galvanic currents. The black powder deposited was found to possess equal hardness with that which was sublimed, and rubies were readily polished by it. A few years since, graphite and coke were formed into diamonds.—We now appear to be advancing towards the conversion of graphite and coke into diamonds.

ARTIFICIAL PEARLS.—An oyster, or rather a water muscle, in which the artificial pearls are formed by the Chinese, has recently been sent to this country. These pearls are only obtained near Ning-po, and until lately very little was known of the manner in which they were formed. The Chinese, however, on a late visit to that place, was able to obtain several live ones, in which, on being opened, several pearls, as many as 18 or 20, were found in the course of formation. The one sent only contains simple pearls adhering to the shell. It appears they are formed by introducing small pieces of wood, or baked earth, into the animal while alive, which irritating it, causes it to cover the extraneous substance with a pearly deposit. Little figures made of metal are frequently introduced, and when covered with the deposit, are valued by the Chinese as charms. These figures generally represent Buddha, in the sitting posture in which he is most frequently portrayed. Several specimens have, it is said, been preserved alive in spirits, and others slightly opened, so as to show the pearls. The Society has reason to believe that it will shortly receive a more detailed statement, accompanied with specimens, in reference to this interesting fact.—*Journal of the Society of Arts.*

AMERICAN RAILROAD IRON.

Having visited the railroad iron mill of Messrs. Bennett, Marshall, and Co., in Sligo, to observe the process of manufacture, we give below, for the benefit of those who may be interested in the subject, the various processes through which the iron passes, before becoming a perfect rail. The metal is first assorted in piles of 500 lbs., and mixed so as to produce the proper quality of iron. There are twelve furnaces (eight more are being constructed), and each turns out ten heats a day; each pile of metal forming a heat.

This metal when heated in the furnace is separated into five balls, each of which is singly passed through what is called "Burden's rotating squeezers," they are then passed through the muck rolls, where they assume the dimensions of 3 in. thick by 15 or 20 ft. long. They are then cut to the length of 4 ft. 10 in., and re-heated in what is called the "top and bottom" furnace. After this process they are again rolled into 6-in. bars, and taken to the rail mill. The centre of the rail is composed of a number of 3-in. bars of a poorer quality of metal. They are made 3 in. wide, as it appears a fuller edge can be secured in that manner than by making them double that width. These pieces being placed in their proper positions (all 4 ft. 10 in. in length), are again placed in furnaces and heated, after which they are passed through the roughing rolls, and then through the forming or finishing rolls, where they receive the form of a T rail. When being drawn through the rolls the last time they are run out on a long buggy to two circular saws, (which make 1700 revolutions per minute), where the ends generally ragged are taken off, leaving the full 20 ft. rail.

The buggy conveys the rail to the straightening plates, where it is levelled laterally. It is then turned over and bent at an inclination of 5 in., to make up for the contraction of the iron when cooled. The rails, when nearly cooled, are completely straightened and turned over to the hands of the fitters, in the "doctor shop," where the edges are smoothed down, and defects noted and repaired.

Thirty tons of rails are turned out per day at this establishment. A rail, 40 feet long, intended for exhibition at the Fair, was made last week. This exceeds anything in that line in the United States; an eastern company having turned out one thirty-five foot long, some time ago, which had previously been considered the largest.—*From the Pittsburgh (Pennsylvania) Gazette.*

THE ZINC TRADE.

The formation of a new company, entitled Societe Anonyme des Mines et Fonderies de Zinc de la Silesie, has lately been announced. We are now enabled to furnish our readers with some further details regarding this enterprise, which is destined to occupy a prominent place in the zinc trade.

There are two large strata of calamine known in the world, the one in Belgium, the other in Silesia. That of the former has been worked since 1837 by the Societe de la Vieille Montagne, which company, by substituting the combined and compact force of an anonymous society for the isolated and weak endeavours of private individuals, has risen to an extraordinary prosperity and development. The Government of Prussia, with a view, no doubt, to realise in Silesia what has been so successfully accomplished in Belgium, has given its sanction to the formation of an anonymous society, for the working of the mines and foundries in Silesia. This society is to be established with a capital of five million thalers (50,000l.), and important privileges have been given to it. The Counts Henckels, the heirs of Von Winkler, and the principal large proprietors and directors of the Silesian mines, have united with banking houses of Breslau and Hamburg, and with the directors of the Societe de la Vieille Montagne, in order to accomplish the organisation, and to appoint the directors of this new society. If we are correctly informed, this society will, from the commencement of their operations, command the sale of more than 20,000 tons of spelter, which amounts to more than two-thirds of the whole production of Silesia. Of this quantity, about 7000 or 8000 tons will be produced by the mines and foundries that have been placed at the disposal of the society, and which are now in full activity. Their richness and extent are fully proved, and they are susceptible of an immense development. By the part which the Vieille Montagne has taken in the formation of the new society, and by the influence which it will continue to exercise in its direction, another advantage is secured to the same, and all the markets will thus be open to it. Taking into consideration that the Societe de la Vieille Montagne, when starting, produced only 3000 to 4000 tons of zinc; that this figure has since been raised to 10,000 tons, and that the consumption, which is, however, still in its infancy, has doubled during the last few years; there remains no doubt that the most favourable prospects are open to the Silesian company, which, as before remarked, has to dispose of more than 20,000 tons.—*Journal des Debats, Oct. 12.*

WEST WHEAL FANNY.—A resolution having been passed at a special general meeting to dispose of this mine, Mr. Marsh will submit it for sale, by auction, on the 31st November. The site is nearly half a mile square, situated in the parish of Zennor, within 3 miles of St. Ives, and about 1900 ft. has been expended in sinking shafts, driving adits, &c. The property is held under an agreement from the Countess dowager of Sandwich and the Duke of Cleveland, at 1-18th dues. The machinery, materials, counting-house, and furniture, will be included in the lot.

PEAK UNITED LEAD MINES, DERBYSHIRE.—The committee of management having a short time since come to the determination of making a periodical inspection of the works personally, made their second monthly supervision on Wednesday; they report that the directions given by them last month, to set additional men to work at the Goshill and Muce levels, have proved very judicious, the yield of ore being highly satisfactory, and as progress is being made with the adit level, the aspect of the mines continue to improve as anticipated.

YVYVAN CONSOLS.—We are informed that a large proprietor of shares in Yvyvan Consols has been to the mine, accompanied by an eminent mining surveyor, and that one of the committee, on Thursday last, stated his personal gratification at the verbal communication he had received from his friend, who had been to the mine. He added that so high an estimation had the surveyor, that he pledged himself he would rather have an interest in Yvyvan Consols than in the Great Wheal Alfred. An elaborate report is being prepared, which is said to be in the highest degree favourable to the mine, and the assays to be made are expected to be unusually productive.

IRON SHIPS STRUCK BY LIGHTNING.—It having been asserted that there is no record of iron ships having been struck by lightning, although they have been in all climates, Mr. W. Snow Harris writes—"This is, I beg to say, a great misapprehension. Her Majesty's ships *Bloodhound* and *Jackall*, both built of iron, were struck by lightning off Lagos—the *Bloodhound* in Oct. 1851, and the *Jackall* in Sept. 1852. The damage was considerable. The *Bloodhound* had her foretopmast and topmast shivered, and her sails burned. The *Jackall* also had her foretopmast shivered, and other damage. I venture to call attention to these facts, lest an erroneous, and perhaps unfortunate, impression may arise in the public mind relative to the safety of iron ships from the effects of lightning. The iron vessel on any opinion connected with this subject which I cannot support by facts, I beg to refer for further information to the logs, &c., of those vessels deposited at the Admiralty. The fact is that an iron ship is just as likely to be struck by lightning as any other ship, although little damage would arise to the hull or shell of the vessel when the electrical discharge had fairly reached it. We must, however, be prepared to encounter the same amount of danger in all the imperfect conducting substances intermediate between the masts and shell of the vessel as we find occurring in ships of wood, and the same holds true to the electrical conductor. I am permitted also to correct an error misapprehension which appears to have arisen from a paragraph in the *New York Tribune* has an article on ships damaged by lightning, from which the public may be led to conclude that no steam-vessel is liable to damage from the electrical discharge; and this I have found repeated in other quarters. Now, to show the fallacy of such an opinion, it will be sufficient to refer to the logs of her Majesty's steamships *Blazer*, *Gorgon*, and *Rhadamanthus*, as also to several cases in the West India and Oriental Company's steam mail-ships, all of which have been struck by lightning, and the damage done thereby. In her Majesty's steamship *Blazer*, struck by the electrical discharge, on the 20th March, 1853, the foretopmast of 30 feet of the spars were blown out, all the iron stanchions started, the main-topmast shivered in pieces, mainmast damaged, rigging set on fire, cabin filled with smoke, the chain hauliers knocked in pieces, so that the links strewn the decks; two persons were struck down and nearly killed. The idea, therefore, of the security of life from lightning in such ships is quite a mistake. I have ventured on these remarks solely with a view of correcting a false impression, which might lead to ill consequences to the public interest, and in a purely philosophical spirit.—*W. SNOW HARRIS: Windsor Village, Plymouth, Oct. 19.*

LOCOMOTIVE BOILER EXPLOSIONS.—The boiler explosion which occurred some months since in an engine-house near Manchester, induced the directors of the North-Western Railway to direct the institution of a number of experiments, the results of which must satisfy the most timid of railway travellers that accidents of that fearful nature can only arise from culpable neglect and carelessness of the grossest kind. In the explosion which gave rise to those investigations, the engine-driver had screwed down the safety valve, because the noise of the issuing steam interfered with the sound of his own voice when speaking to a companion, and he forgot to unscrew it. Twenty-five minutes after the valve had been screwed down, the boiler burst, with dreadful violence. The destruction it occasioned was proof of the enormity of the pressure used in the steam boiler, and which the steam had been the cause of the accident to have been owing to the neglect of the safety valve strengthening supports of the boiler, which he pronounced to have been in an unsafe condition. The experiments undertaken to disprove this opinion, with a boiler the counterpart of the one exploded, showed that the explosive force generated during the 25 minutes must have exceeded 300 lbs. on the square inch. The locomotive boilers now constructed are made much stronger than the one that exploded, and it was found that the fire-box of a boiler as now made, with stays stronger and closer together, will sustain the enormous pressure of 1600 lbs. on the square inch. One of the facts elicited by these experiments is, that the flat fire-box, which was generally considered to be the weakest part of a locomotive boiler, is really the strongest, and from its form can be made of any conceivable strength. Taking advantage of the results obtained from these experiments, an engine has been constructed to run between London and Birmingham, with an elongated fire-box, and with tubes of only half the usual length, which is calculated to be of 700 horse power, and would accomplish the distance between London and Birmingham in two hours, with a heavy load.

IMPROVED PAVING.—In our notice of Mr. Perkes's patented plan for the construction of paving for carriage roads, we omitted to mention one important quality connected with it, but which, on the least consideration of its merits, would be implied by a scientific reader. It will at once be seen that by its peculiar construction the roadway need not be obstructed, and never stopped up, for repairs, as at present. The system once laid down, defective or worn out blocks can be easily removed and replaced by others with the greatest facility, and even for getting at sewers, gas, and water pipes, &c., the 3 feet sections would be removed en masse, and but a portion of the roadway rendered impassable. For economy, durability, and comfort to passengers and inhabitants, from the diminution of noise, as well as the other advantages named, we think the plan well worthy the consideration of the paving boards of the metropolises.

Mr. Robins sold at the Auction Mart on Thursday, 20 shares of 10l. each in the Royal Polytechnic Institution, at 8l. to 8l. 10s. per share; and three shares of 100l. each (paid in full) in the Thames Plate Glass Company, at 65l. to 70l. per share.

It appears that the American steamship, *Golden Age*, is intended to sail for Australia from Liverpool about the 10th of next month. It is contemplated to limit the number of passengers to about 400, and the terms have been fixed at 70 guineas, 40 guineas, and 30 guineas. She is to call at the Cape Verde and Cape of Good Hope for coals.

GOVERNMENT INCOME FROM RAILWAYS.—In the year ended the 5th of January, the payments to the revenue by railways amounted to 280,146l.

THE PROPOSED SUBTERRANEAN RAILWAY.

The traveller, as he approaches London at express speed, sighs, when he has to traverse the metropolis, to find that the three or four miles of metropolitan transit will be accomplished in rather more time than it has taken him to come the last 30 or 40 by railway. If he has to pass over London-bridge, where, during the greater portion of the day, there are perpetual stoppages, he knows that to ensure being able to keep an appointment, he must allow double or treble the time which would be necessary if there was no obstruction; in fact, the passage through the chief thoroughfares of London has come to be looked upon by travellers in general, and residents who wish to be transported as quickly as possible from one spot to the other, as one of the *opprobria* of locomotion. The metropolis, it is true, abounds with vehicular accommodation, but the risk that a person making use of this convenience incurs of losing time, renders its adoption a matter of hesitation. What is to be done? The "pace" of the whole world is at least 50 per cent. more severe in most public departments of life than it was half a century back. In London, in the department of locomotion, it is 20 or 30 per cent. less. Is there no way of bringing the metropolis in this respect up to the level of the requirements of the age? Macadam has done all that can be done for our highways, but they fail us. Multiply omnibuses and cabs, and they increase the evil. The earth will give us no help—at least, on its surface; it multiplies impediments in our way. What is to be done? "Dive beneath," says the North Metropolitan Railway Company. "Travelling on the surface is very slow, and not at all sure. Only very expensive means have yet been devised of travelling by railway above—try what can be done below." Leaving it to the directors to establish the feasibility of their plan, there can be no doubt that it is highly ingenious, and is an indication in the right direction. The items of their scheme, as published in the reports, are sufficiently remarkable to deserve special notice.

An underground railway is to be constructed, reaching at first only from Edgeware-road to King's-cross, under the New-road. The railroad is to consist of two lines in a continuous archway of ample dimensions, well lighted up, thoroughly purified and dry. Stations, about half a mile apart, are to be placed at the corners of different streets crossing the New-road. Trains are to run at short intervals, probably of three minutes, and a speed of 20 miles per hour is anticipated. The word "tunnel," which would arise to most persons' lips in speaking of a construction of this nature, is objected to, and that of "arcade" proposed, because, while a tunnel suggests ideas of steam and smoke and damp, the underground railway is, we are told, to be free from all these causes of annoyance. The ordinary locomotive is not to be employed, and some other means of traction or propulsion used. The carriages are to be large and well ventilated, and it is asserted that travellers will be protected from the chance of suffocation on the one hand, and rheumatism on the other. The first proposed line is to be only a fraction of the whole. Arrangements are to be made with the Great Western Railway Company for an extension of the subterranean way to their terminus. The gradual extension to the termini of all the railways of the metropolis is contemplated, and it is proposed by this means to unite the termini of all the railways with the Post-office, and to transmit from the Post-office to the termini the various letter vans. It is proposed also that each railway station should be used as a branch post-office. The whole proposition is so novel that it would be premature to attempt to pass a decided opinion upon it. It will be sufficient to say that the company have obtained an Act of Parliament, that the Parliamentary and other preliminary expenses have been moderate, and that an eminent engineering firm has offered to construct the line from Tyburnia to King's-cross for 300,000. These circumstances promise an early realisation of the plan. Should this be the case, the way will be open to a large number of improvements. Once adopted the system of tunnelling under London, and there is no reason why the gas, water, and sewage pipes should not be stowed away after the same plan, and hid for ever from all except those who are concerned in their construction and repair. The constant blockades from streets broken up that gas or water pipes may be arranged—breakages which do so much to add to the difficulties of locomotion to which we have alluded—will then be avoided. London will less often be the scene of frantic travellers despairing of reaching their homes or their railways, while the passengers on and below the surface will be saved from most of the annoyances which now make an essential portion of the minor miseries of the metropolis.

Should this plan be adopted, it may probably lead to a very remarkable change in the appearance of London. The business men may be underground, whilst the loungers are above. Being able to traverse London in about 12 minutes the business man will never walk. A great portion of London may then perchance lose that strange aspect of desperate turmoil which frightens the quiet country visitor, and makes him feel like a solitary leaf flung amid the boiling eddies of a whirlpool. Many operations of the social system which, however necessary, add nothing to the beauty of our great city—and which, like the operations of circulation, assimilation, and digestion in the human frame, are indispensable but not beautiful, may be kept out of sight. The surface of the metropolis, like the surface of the body, would be all the more attractive that the processes necessary for its renovation and preservation are not seen. The working facilities of the body politic may be increased, while the opportunities of relaxation may be augmented. We may gradually be induced to look upon the surface of London as something that ought to be beautified, when we can transfer many occupations below the surface. Pleasure will then no longer be jostled aside, to make room for its stern foe, business. We shall be content whenever we are able to flutter gaily on the surface, certain that all that is necessary for the due sustentation of our material interests is carried on below. London will be like the Proserpine of the ancients—one half of the year below the ground, devoted to the service of Pluto, the God of Wealth, and the other half above, enjoying, with increased zest, the flowers and the sunshine—that is, if the underground railway does all that may be expected of it.

PRUSSIAN RAILWAY STATISTICS.

The official survey for the year 1852, just published by the Prussian Government, gives a statement of averages which must be highly interesting to the English public, as affording a means of comparing the management of railway business here and abroad. In the subjoined summary Prussian calculations are reduced to English measure and currency.

Total length of railway, 1803 miles, including 456 miles of double line. Cost per mile, 12,852*l.*, including 1556*l.* for locomotives, carriages, &c. Maximum, 26,720*l.*; minimum, 6040*l.*

Average number of locomotives, three for every 10 miles; of passengers' carriages, 7; of vans and waggons, reckoned as four-wheeled, 57 per 10 miles of rail. Average run per locomotive in the year, 13,291 miles. Consumption of fuel, 9 cubic feet of wood and 3250 lbs. of coke per 100 miles of journey. Maximum of wood alone, 310 cubic feet, and of coke alone, 4529 lbs. per 100 miles of journey.

Average distance of passengers' journey 27½ miles; of transport of goods, 47.8-10. Average passenger's fare, eighty-eight hundredths of a penny per mile, or 7s. 4d. per 100 miles; average freight per ton of goods, 13s. 5d. per 100 miles. Receipts: For fares and passengers' luggage, 561*l.* 8s.; for freight of goods and cattle, 753*l.* 6s.; for sundries, 60*l.* 6s.; total, 1375*l.* per mile of line.

Expenses 637*l.* per mile of line. Of this sum 32 per cent. for superintending the line and stations, 5½ per cent. for directorship and general management, 62½ per cent. for cost of transport.

Gross expense equal to 46½ per cent. of gross income. Average cost of superintending line and stations, and of general management and directorship, 238*l.* 16s. per mile of line.

Average cost of transport, 8*l.* 18s. 6d. per 100 miles of journey.

Total cost, 15*l.* 12s. 2d. per 100 miles of journey.

Surplus, 738*l.* 8s. per mile of line, or 5½ per cent. of capital invested.

Reserve fund, 221*l.* 12s. per mile of line.

Maximum dividend paid; Magdeburg-Leipzig, 20 per cent.; Upper Silesian line, 10 per cent.

NEWS FROM INDIA IN TEN DAYS: PASSENGERS IN THREE WEEKS.—Within a twelvemonth of the present date a railway will be completed from Ostend to Trieste, a distance of 1500 miles, in which there are even now only two considerable breaks. Letters, passengers, and parcels will then occupy little more than two days from the shores of the Channel to those of the Adriatic; four days more will take them to Egypt, and by the aid of the railway from Alexandria to Cairo, now rapidly advancing, they may within 36 hours be afloat on the Red Sea, and in 12 days thereafter be safe in Bombay, or within three weeks of their leaving London. Within this date the electric telegraph, now preparing to be laid across the Mediterranean, will have reached Suez, and the 4000 miles of wire which have already reached Calcutta will connect every great town in India with the port of Bombay; so that before the year 1856 expires we shall have communication by electric telegraph in 10 or 11 days' time with every part of India, and by steamer and rail from Bombay in 21.

GEOLOGY OF CENTRAL EUROPE.—No. I.

[LEAVES FROM A MINERALOGIST'S NOTE BOOK.]

There is no pleasanter way of enjoying the fine season than to wander, hammer in hand, through a beautiful country, treading in the footsteps of some recognised authority, who saves his followers the trouble of proving to a nicety the correctness of his observations. For the ramble over the hilly region through which the Rhine has eaten out its romantic bed, the essay of our two *matadores*, Sedgwick and Murchison, published in the *Transactions of the Geological Society*, is an authority of this kind. Nor, although deficient in large sheets of water, can the eastern declivity of this range, or network of mountains, be called anything but beautiful. Viewed from an eminence, it presents a countless number of ridges and basaltic summits, rising like waves in a stormy sea all around the observer, and spreading till they are bounded by the distant horizon on every side. Our two eminent geologists have described the main characteristic of the Eifel on the east, and the Duchy of Berg on the west side of the Rhine, as composed mainly of clay and chlorite slate, upheaved by volcanic agency, which, in particular spots, has found a vent in various craters, easily pointed out; at least, on the left, or west side of the river. One of the best known of these craters is the "Laacher See," near Andernach, in whose vicinity the "tufa" quarried for the manufacture of cement, and the compact lava which yields the mill-stones of Nieder Mendigen, testify to the extent or frequency of the eruptions. On the other side of the Rhine, the north portion of the Duchy of Nassau is covered with innumerable basaltic peaks. One of the highest forms the peak of Salzbürg, a few miles south of Dillenburg, and the most lofty eminence of this mountain district. The ridge of which the "Salzbürger Kopf" is the summit bounds the immense schist-formation which spreads nearly 60 miles to the north, and which is traversed by countless veins, rich in all kinds of metals, and form the basaltic region, which for 30 miles, or nearly as far as the River Lahn, is almost barren of metallic deposits. But on the north side, towards the Dill, series of trap and transition rocks present themselves, which are very metalliferous. The western boundary of the valley of the Dill is grauwacke, alternating with another trap rock, there known by the name of greenstone. The grauwacke contains large deposits of iron, chiefly red hematite, of very superior quality. These deposits pervade a large extent of country on both sides of the Dill and the Lahn, covering the districts of Dillenburg, Weilburg, Braunfels, and Giessen, and furnishing the chief staple of industry for the population. Besides what is consumed in the numerous small smelting establishments, which are chiefly worked with charcoal, large quantities of this fine iron ore is exported by the Lahn to the coal districts of the Lower Rhine and Ruhr. The greenstone is the common vehicle of rich veins of copper, and numerous mines have been opened in it. These veins, charged with a rich kind of sulphure of copper, not unfrequently accompanied by nickel, are found most valuable where the greenstone passes into another formation, for which our geologists, having no name in English, were obliged to retain the German designation of *shalestone*. The rock thus named is anything rather than what is called shale in English, not having a similar structure, but being soft and soapy until dried by the air. In the best mines of the German Mining Company, the richest copper was broken in and near this kind of rock. The same obtains in the mines recently revived by the Nassau Mining Company, one vein of rich heavy ore having one wall of greenstone, and the other of the *shalestone*. These mines were exceedingly productive in the last century, but, as was common in these parts, were abandoned as soon as the workers came to water. In English hands they may be expected to yield brilliant results. Those to whom the mineralogy of our lake districts in Westmoreland is known will recognise the striking similarity between the formations described above and those of the well known Conistone Mines, near Windermere: in the latter, the greenstone forms the matrix of the lode, and better no one need desire to possess. The great basaltic heavings of the Westernwald Mountains are remarkable for the extensive beds of lignite, or brown coal as it is called in the country. These beds closely resemble those found on the south side of Dartmoor, near Bovey Tracy, but have the peculiarity that they are often found quite enveloped in the basalt. They are in seams, varying from 1 to 12 ft. thick, and are most inexpensively raised, being sold in the neighbourhood for about 4s. per ton. Owing to the large quantity of sulphur they contain, they do not so well suit for smelting purposes as for steam-engines; but for working machinery they are invaluable.

COPPER TRADE OF THE PORT OF LIVERPOOL.—Our attention has been drawn to this subject by the publication of a communication in the *Birkenhead Advertiser*, from our old correspondent, Mr. Joshua Wood, of that town. Its object is to draw the attention of the mining interest and importers of foreign ores to the importance of encouraging and holding out inducements to capitalists to establish works on an adequate scale, in Liverpool, instead of allowing the trade to go into other hands, other countries, and thus lose the freights. The writer shows that already is the subject obtaining the most serious attention in the United States; as a proof of which, some statistical details are appended of the progress of mining on the shores of Lake Superior, which has so often been noticed in our Journal. From present appearances, it is deduced that in a very few years vessels of 300, 400, or even 500 tons will be able to proceed from Lake Huron, through Lake Erie and the Welland Canal, into Lake Ontario, and thence, by Montreal and Quebec, down the St. Lawrence, and away across the Atlantic to Liverpool, and thus add another source of immensely valuable traffic, and still more valuable material of import to the shores of the Mersey. If our Liverpool merchants will not look to their own interests, they may rely upon it that our brethren in America will not neglect so valuable a traffic, but will commence smelting operations in New York, Philadelphia, Baltimore, or Boston, convert the ores to metal on their own shores, save the import duty of 20 per cent., and to some extent decrease our copper exports. These are considerations worthy the attention of our mined men, manufacturers, and shipowners particularly, considering the quantity of copper employed in sheathing vessels frequenting the port, and in the machinery for marine engines, locomotives, and the delicate machinery employed in the spinning and manufacturing mills of the midland counties. From improvements and advancement of the Saut St. Marie, and the mining regions of Lake Superior, it is evident great changes are progressing. Mining has become a great business, and appears settled on a firm foundation. Speculation has given way to judicious and established mining enterprise. The population has improved in morality, the hotels and other public buildings are advancing in respectability of appearance, and instead of unsettled stragglers, most of those whom you now meet are men of substance, or permanent settlers in full employment, and earning a good living. A great change has long been apparent, but it has proved greater, and been effected earlier than expected. The ores, too, are of such extraordinary richness as to be just on the verge of pure copper; and although operations may be said to be in their infancy, the shipments of copper and iron during the present season will be ample to prove that no portion of the globe of equal extent is more prolific in those minerals. Parties interested in the mines are now only waiting for the completion of two objects to place them in complete working order—the Saut Canal, and the railroad between the western extremity of the lake and the Mississippi.

THE WELLINGTON DOCKS.—A company has been just formed for the construction of extensive docks, to be called the Wellington Docks, on the Surrey side of the Thames. The proposed site will be close to the Spa-road station of the South-Eastern Railway, and comprises upwards of 130 acres. It is intended to form import, export, steam, and coiler docks, with a water area of 60 acres; as also dry docks, for repairing, cleansing, and overhauling vessels, avoiding the expense of their removal. The promoters state that of 9986 vessels which entered inwards last year from foreign ports, not above half received accommodation from the existing companies, while in addition upwards of 28,000 coasters and fishing vessels discharged in the river. With the exception of the Victoria Dock, now in the course of construction at North Woolwich, no material addition has been made since the opening of the St. Katharine Docks in 1823, although a recent parliamentary return shows that the amount of vessels and tonnage entered inwards from foreign ports since the year 1840 had nearly doubled, and far greater facilities are afforded to commerce by dock accommodation in Liverpool than London. The general level is considerably below high-water mark, and the land, being principally occupied as garden ground, will be obtained at a cheap rate. The river entrance will be opposite the London Docks, and the gates and locks will be constructed to admit the largest steamers and vessels, as an ample depth of water exists at the spot. The capital is to be 1,000,000*l.* in 25*l.* shares, 2*l.* 10s. per share payable within seven days from the time of allotment. In the existing state of the money market, the issue of proposals for any fresh public undertaking seems scarcely likely to attract much attention; but in this company the board of directors are merchants, and others largely interested in the trade that would be benefited by the work, and the local influence awakened, including that of the connecting railway companies, is assumed to be sufficient to warrant an expectation of the capital being readily subscribed.

QUICKSILVER IN CALIFORNIA.—From a carefully prepared table, it appears the quantity of quicksilver manifested and shipped from this port during the six months ending June 30th, amounted to 9047 flasks of 100 lbs. each, equal to 904,700*lb.*, to \$633,200.—*San Francisco Herald*, Sept. 1.

ANTWERP AND ROTTERDAM RAILWAY COMPANY.

The Board of Directors of this company beg to inform the shareholders that a CALL of TWENTY-FIVE FRANCES, or ONE POUND per share, has been decided upon, which will be PAYABLE on the 15th day of November next.

The payments can be made in London at the bank of Messrs. Masterman and Co., 35, Nicholas-lane; in Brussels, at the bank of Messrs. Mathieu and Son; in Paris, at the bank of Messrs. Martineau, 18, Rue de Provence; and in Rotterdam, at the bank of Messrs. Eschels and Son.

The certificates must be left at the offices of the company, 16, Cannon-street, five days previous to such payment being made. Those shareholders who may not have paid this call by the above-named day will be liable to pay interest on the amount thereof, at the rate of 5 per cent. per annum from that day.

By order, RIXON AND SON, Solicitors to the Company.
11, King William-street, London, Oct. 12, 1853.

COLEFORD, MONMOUTH, USK, AND PONTYPOOL RAILWAY.

The Directors of this company are desirous of receiving TENDERS from parties competent to CONTRACT for SURVEYING and SETTING OUT the proposed LINE OF RAILWAY, and furnishing PLANS, SPECIFICATIONS, WORKING DRAWINGS, and ESTIMATES of the same, including the various STATIONS, SIDINGS, and other works, together with the SUPERINTENDENCE of the CONSTRUCTION, EXECUTION, and COMPLETION of the entire works.

The line is about 22 miles in length, and extends from Coleford, via Monmouth, Ragland, and Usk, to the neighbourhood of Pontypool. Sealed tenders to be sent in to the secretary, at his office in Usk, on or before the 17th day of November next.

N.B. The Directors do not bind themselves to accept the lowest tender.
By order of the Board, A. WADDINGTON, Sec. pro tem.
Usk, Oct. 12, 1853.

TO CAPITALISTS, OR OTHERS INTERESTED IN RAILWAY

MANAGEMENT, an opportunity is afforded, by the introduction of a NEW MATERIAL, to supersede the one now in extensive use, of realising CONSIDERABLE PERSONAL ADVANTAGES. The advertiser can offer fully £500 per annum on each of the main lines of railway. The strictest confidence will be observed. Letters to be addressed, in the first instance, to "No. 1. B., Mining Journal office, No. 26, Fleet-street, London."

TO MINING ENGINEERS.—WANTED, TO GO ABROAD, a PER-

SON thoroughly competent to LAY OUT the BUILDINGS and MACHINERY for IRON MINES, and afterwards to CONDUCT the OPERATIONS of MINING and MANUFACTURING the IRON.—Applicants to address, with full particulars of previous engagements, and stating terms expected, "M. E., Hammond's country newspaper office, 27, Lombard-street, City."

TO ENGINEERS, IRONMONGERS, GAS FITTERS, &c.—

A MARRIED CLERGYMAN, receiving a limited number of young gentlemen, whose charge for board and education is 60 guineas a year, wishing to LIGHT his HOUSE, containing 17 rooms, with GAS, will be happy to receive a pupil, the son or nominee of any of the above.—Address, "Rev. M. A., care of Messrs. Bly Brothers, stationers, 3, Royal Exchange-buildings, Cornhill."

ANTHRACITE COAL.—A GENTLEMAN wishes to ENTER

into an ARRANGEMENT with the PROPRIETORS of an ANTHRACITE COLLIERY to act as AGENT IN LONDON; where, eventually, he could purchase a share would be preferred. In consequence of the Smoke Bill having passed the House last session, the demand for the future will be immense. First-rate references given, and security to any amount.—Apply, in the first instance, to G. S. Humphreys, Library, 2, Charles-street, Manchester-square.

WANTED, an EXPERIENCED MAN TO TAKE THE GENERAL

MANAGEMENT of an IRONWORK, producing boiler-plate, angle iron, and best bars, in all about 80 tons per week. He must be a good accountant, and thoroughly master of the subject. To such a person the situation would be made a good one. None other would answer.—Apply to J. P. Pycroft, 5, York-buildings, Dale-street, Liverpool.

WANTED.—A RESIDENT AGENT for a LEAD MINE; and

also ONE for a COPPER MINE, both of which are at work.—Apply with salary and reference, to Mr. Maher, 108a, New-street, Birmingham, for "H. L. G."

HINTS TO INTENDED GOLD DIGGERS AND BUYERS.—This is the title

of a little volume, by Mr. G. F. Goble, some of whose ingenious inventions have been noticed in recent numbers of the Journal, and who has been for many years an observant wanderer in California, Australia, and other parts of the world, which has just been published by Effingham Wilson, Royal Exchange. Among the numerous avocations which have been at various periods followed by the writer, he has fitted out some hundreds of gold-seekers for the various territories of Plutonium; and having gained all his information from real practical experience, no one is better able to instruct the uninitiated, or those who may require tuition in the details of a bush-traveller's life. Having described some of the casualties, both accidental and premeditated, to which a gold-digger's life is subject, he enters in detail into the necessities required—chemicals, tools, medicines, cooking utensils, &c., always advising to take as little as possible, nothing but what is absolutely requisite. The best instructions for catching and cooking kangaroos, wallabies, opossums, cockatoos, wild cats, dogs, &c., are given; and he represents the best gold-digger's kit as one in which the kettle can be used as a bucket, the dish as a washbasin, the cover as a frying-pan, bowl, &c. It will be as well here just to inform those who think picking up gold from the soil is very pleasing and very profitable sport, that the principal portion of a gold-seeker's life is intense privation, ceaseless toil, deferred hopes, and crushed expectations; particularly where an erroneous estimate has been formed of the difficulties to be encountered in the wilderness, among which employing your boots to carry water, your hat to make tea in, your socks to boil rice in, or your shirt to mix your flour on for bread, are ingenious methods for supplying the culinary department very common in the bush. Boiling water in glass bottles is very often practised, and the made of clay and leaves are also frequently used. Mr. Goble next describes the tricks played upon the unwary at the diggings to rob them of their hard earnings; the easiest and best means of obtaining fire; discovering water by the flight of birds, certain plants, &c.; and with much useful information as to repairing your plant in case of accident, and finding substitutes for injured utensils, firearms, &c. At the end of the volume is a chapter endeavouring to show the probability that Australia is the land of gold, from whence Solomon obtained his vast golden riches, which will be found ingenious and interesting, giving some account of the various tribes well acquainted with the principal habitable portions of the southern hemisphere.

THE GOLDEN SANDS OF THE AMAZON.—The following letter, dated

Chacabamba, August 17, has been published in the *Panama Star*.—In the last summary of Peruvian news we gave some information as to the extraordinary discovery of gold in the bed of the River Amazon. Since then we published, in the Spanish part of our paper, a letter giving further particulars relative thereto, which, being of considerable interest, we translate to-day, although we in no way vouch for the correctness of the statements contained therein:—Don Mariano Aguilar left this on the 10th inst., to commence the opening of the road to the River Amazon, with the 32000 granted by the State for that purpose. The important day which shall enrich the north and south of Peru, and which we shall be on the shores of the River San- tiago de Borja, travelling over its golden sands, and reaching the rich and fertile plains of the majestic Amazon. A person travelling by the River Ucayali, for Paruro, has discovered, a short distance from the shore of the said river, a chalk hill, which at first appeared to him to be of little importance; but as a pasture he took several pieces for examination, when, what was his surprise at finding a gold ring on his finger apparently converted into silver. It at once struck him that this earth must contain quicksilver, and he continued to inspect further into the hill, until his surprise was further increased by coming to a lake of quicksilver, of some 20 yards in circumference, and, on more minute examination, he found various parts of the hill drops of quicksilver filtering through a kind of yellow earth, partly concealed among the herbs. Within five days Dr. Rey will be en route with a sufficient force to commence the work at the rich copper mine of Chacabamba. It is expected in this province that these mines will, within two months, prove a second Copiapo in respect to these same copper veins, which contain an alloy of 1800 marks. Fifty years ago a man excavated the vein to the depth of 14 yards, and the result was that the layer of copper disappeared, changing to pure silver. From this silver the ornaments of the church of this city, still in existence, were made. The discoverer worked alone, and after his death no one was able to discover the mouth of the mine. In this way it is expected that Dr. Reyna will without doubt, having worked through the copper layer, meet with a compact bed of silver. In conclusion, it is said that within 60 days the gold washings of Santiago de Borja will be discovered, and the hill of Chacabamba will be reduced to solid silver, and afterwards the quicksilver mines of Ucayali.

EVIDENCES THAT VEINS OF LEAD ORE GROW.—1. The bones of large extinct animals have been found in the clay, in the lead-bearing crevices, with chunks of ore 20 ft. above the level of the fossil. These animals have evidently been destroyed by falling in the fissures when open, which afterwards were filled with clay, and the ore has gradually formed in the clay above the bones.—2. Ores are, in many places, found in the clay beds, lying in veins from 2 to 4 ft. above the level of the fossil. Had the lead veins been originally cast in the crevices, and the matrix which surrounds them been removed by abrasion (as Mr. Owen and Dr. Locke supposed ore veins were found), we should have found the masses which had fallen down lying on the surface of the rock, and not up in the clay as we do find them.—3. Every chunk or mass of ore has a root or is crystallised in cubes on one side, and is amorphous on the other, the root is analogous to fringe, and various other exercises seen in vegetation.—4. The bed of a rock is always an index of the kind of ore which will traverse it. One bed of rock produces east and west vertical veins—another, horizontal veins—lead are associated with black-jack; one of these beds when partially removed by abrasion produces ore in north and south sheets—another bed when partially abraded produces patch diggings in which the ore is found in a matrix of red clay; east and west veins of lead ore are only found where the upper beds of magnesian limestone are all in place. This order of arrangement in the lead formation is never reversed. The horizontal veins in the flint strata are always found lower in the rock than the north and south vertical sheets. These sheets are always found lower in the rock than the east and west vertical veins, &c.; all these evidences go to prove that the veins of lead are formed gradually—their laminated structure, and beautiful angular crystallised surface, remind us of developments in vegetation. In the caves discovered in various parts of the lead region, the ores are frequently found attached to the upper surface or roof rock of the cave, in string-like veins, festooned along the roof of the chamber, analogous to the creeping ivy climbing the walls of some deserted mansion.—These, with many other evidences, are presented to the practical miner, that must convince him of the lead-producing action having been gradual, and continued through, out lengthened epochs.—*Galena Advertiser*.

LOCOMOTIVE BY COMPRESSED AIR.—The obstacles which have till now

opposed the employment of the expansive force of compressed air will, it is thought, disappear, through the process of M. Julien, which consists simply in compressing air by means of an hydraulic press. By this method, M. Julien substitutes for the solid piston—which a grain of sand may alter, which the slightest irregularity in the pump would throw out of action, and which becomes heated by friction—a liquid piston, not less incompressible than the other, filling always exactly the space in which it moves, be it regular or not, and acting by progression on a resistance so exactly calculated, that this proportion, although increasing, is always in relation to the force to be overcome. The air is thus compressed at 30 atmospheres in iron bottles, which are about 4 millimetres thick. It is perfectly preserved under this pressure; and it was with a bottle of this kind that M. Julien put in action a small vehicle, carrying two persons, and moving with great rapidity.—*American Journal*.

SPARE MINING MATERIALS FOR SALE.

MR. RENDALL has been favoured with instructions to SUBMIT FOR SALE BY PUBLIC AUCTION, on Tuesday, the 25th of October inst., at Eleven o'clock in the forenoon, at the CALLINGTON MINES, Cornwall, the undermentioned SPARE MINING MATERIALS, viz.:-

15 12-in. pumps, 9 ft. long.	1 13-in. H-piece.
1 12-in. pump, 6 ft. long.	1 14-in. H-piece.
1 11-in. pump, 9 ft. long.	1 14-in. plunger-case, 6 feet long, with stuffing-box and gland, complete.
2 11-in. pumps, 6 ft. long.	1 12 1/2-in. plunger-pole, 10 ft. long, nearly new.
2 10-in. working-barrels, 11 ft. long each.	2 12-in. plunger-poles, 10 ft. long, with case and stuffing-boxes, complete.
1 12-in. working-barrel.	2 12-in. matching-pieces, 3 ft. long each.
1 10-in. clock doorpieces, 6 ft. long.	1 matching-piece, 1 ft. long.
1 12-in. top doorpiece.	
1 10-in. windbore, 9 ft. long.	
1 12-in. windbore, 4 1/2 ft. long.	

A lot of flange bolts; a lot of staples and glands, with 2-in. taps; 5 very good 12-in. main rods, with strapping-plates to fit; several shaft ladders, &c. (iron stumps); a lot of casing and dividing timber; 10 fms. 1 1/2-in. bucket-rod; oak balance-bob; a lot of scrap and other iron; a balance-bob, with gudgeon, &c.; complete, very good; 10 tons of good iron from 2 1/2 in. by 1/2, and 2 1/2 in. by 3/4, with various other articles. The auctioneer begs to call the attention of mine agents and others to the above materials, the whole being in good condition, and of the best description. For viewing the same, apply to the agents on the mine; or to the auctioneer, at Callington. The sale will commence at Eleven, and the sale will commence at Twelve o'clock. Callington Auction and Emigration Offices, Oct. 12, 1853.

FOUR HUNDRED AND NINETY-THREE FORFEITED SHARES IN THE WOOD MINE.

Messrs. James White and Son will sell, by AUCTION, at the Office of the Company, No. 98, Gracechurch-street, on Monday, the 31st October, 1853, at One Two o'clock precisely, in Lots, pursuant to a resolution of the shareholders, FOUR HUNDRED AND NINETY-THREE (FOUR) PARTS, or SHARES (which have been absolutely forfeited), in the WOOD SILVER-LEAD MINE, situate in the parish of Beerferris, in the county of Devon, adjoining the celebrated South Tamar Mine, which is now yielding large profits to the shareholders. This valuable property is very extensive, and only requires a small outlay of capital to render it an equally profitable undertaking, which may be accomplished at a very early period, as the lodes have been worked upon to some extent, and much tribute has been paid upon each share. The sum of 12s. 9d. Particulars may be obtained of Wellington Gregory, Esq., at the office of the company; or of Messrs. James White and Son, auctioneers and estate agents, 1, Union-court, Old Broad-street.

FOREST OF DEAN, GLOUCESTERSHIRE.—WELLINGTON COLLIERY, MOSELEY GREEN NEW ENGINE COLLIERY, BRUNSWICK COLLIERY, AND BRUNSWICK NO. 2 COLLIERY, situated at MOSELEY GREEN, in the parish of West Dean, in the county of Gloucester.

MR. JOSEPH COCKSEY will sell, by AUCTION (under the direction of the mortgagees) at the Bell Hotel, Southgate-street, in the city of Gloucester, on Tuesday, the 1st day of November next, at Twelve o'clock at noon, such other lots as may be determined at the time of sale, these COLLIERIES, which are together, and are hereinafter more particularly described, with the PIT SHAFTS, STEAM-ENGINES, DWELLING HOUSES, COLLIERY ERECTIONS, and PLANT thereto belonging.

Lot 1.—The WELLINGTON COLLIERY and BRUNSWICK NO. 2 COLLIERY, comprising two pit shafts, two steam engines, with pumping and winding, landing and hauling apparatus; smiths' shop, carpenters' shop, store-rooms, hovels, and other buildings, complete and in work; also, the UNGOTTEN MINES, including about 100 acres of the Braddly delph veins of coal. Together with 12 workmen's dwellings and gardens, containing an acre and a half of land, or thereabouts, conveniently situated by the turnpike road, within a short distance from the works. One moiety of the Wellington Colliery is held direct from the Crown; the other moiety is held on lease for a term of 500 years from January 13, 1813. The Crown and lessor's royalties amount to 3d. per ton upon all sales from this colliery. The Brunswick Colliery No. 2 is held direct from the Crown at a royalty of 1d. per ton. The minimum royalties amount to 2s. per annum. The site of the dwelling-houses and gardens is held on lease from the Crown for a term of 51 years, commencing on the 29th Sept. 1846. Ground-rent, 30s. per annum.

Lot 2.—The MOSELEY GREEN NEW ENGINE COLLIERY, comprising about 20 acres of Starkey, 25 acres of Rocky, and 108 acres of the Oakhill Delph veins of coal, situated adjoining lot 1, and capable, to some extent, of being worked therewith. Part of the mines are now being gotten by means of the plant belonging to the Wellington Colliery. This colliery is held under lease for a term of 21 years, from the 29th June, 1843. Rent, 200 per annum for the first 14 years of the said term, and 250 per annum for the remaining seven years, in addition to the Crown and lessor's royalties, which amount to 3d. per ton.

Lot 3.—EIGHT DWELLING-HOUSES and GARDENS, adjoining those to be sold in lot 1, and one other dwelling-house and garden, situated near to the Wellington Colliery, containing altogether 1 1/2 acre, or thereabouts. The site of these houses and gardens is on lease from the Crown for a term of 51 years, from the 29th Sept. 1846. Ground-rent, 30s. per annum.

Lot 4.—The BRUNSWICK COLLIERY, comprising a pit shaft and ungoten mines of the following veins, viz.: 7 1/2 acres of Park End high delph coal, 1 1/2 acres of the Oakhill delph coal, and 24 acres of little delph coal, capable of being worked either by the shaft above mentioned, or by means of the plant belonging to the Wellington Colliery, being closely connected therewith; together with a DWELLING-HOUSE and GARDENS, smiths' shop, store-room, office, and stable, all contiguous to the colliery, and belonging thereto. This colliery is held under lease for a term of 99 years, from the 15th February, 1841, and the Crown royalty amounts to 2d. and the lessor's to 1d. per ton on all sales. The minimum payment to the Crown is £12 per annum, and the lessor's £104 per annum, being 4d. per ton on 20 tons per day covenanted to be raised.

By means of the Severn and Wye Railway, a branch of which comes up to the pits, these collieries are all in direct communication with the River Severn and the South Wales Railway, at Lydney. The coals find a ready market at Gloucester, Cheltenham, and the West of England.

Further particulars may be obtained from Messrs. Arnold and Welch, solicitors, 15, Abchurch-lane, Birmingham; Messrs. James and J. B. Poulis, solicitors, Monmouth; or from the auctioneer, either at West Bromwich, or at his office, No. 3, Bennett's-hill, Birmingham.—The property may be viewed upon application to Mr. Wm. Trafford, Malvern, Gloucestershire; or at the Wellington Colliery.

THE WEST WHEAL FANNY TIN MINE, SITUATE NEAR ST. IVES, RECENTLY IN FULL WORKING OPERATION.

MR. MARSH has received instructions, in pursuance of a resolution passed at a Special General Meeting, to sell, by AUCTION, at the Mart, opposite the Bank of England, on Thursday, 30th of November, 1853, at Twelve o'clock, the Lot, the WEST WHEAL FANNY TIN MINE, situate in the parish of Zennor, about three miles from St. Ives, in the county of Cornwall, with the MACHINERY, MATERIALS, COUNTING-HOUSE, and FURNITURE thereon.

This mine is very extensive, nearly half-a-mile square. The rock within the set is composed of decomposed granite, is intersected by numerous east and west tin lodes, of the richest quality, and is in the vicinity of the Trevisa, Bray, St. Ives, Crookhew, Rosewell Hill, and other mines that have yielded large profits to the shareholders. About £1900 has been expended in exploring this mineral property, and in raising shafts and driving adits, and during these operations several rich parcels of tin have been raised, similar in appearance to the tin raised in Trevisa Mine. The Trevisa adit joins this set, immediately on the east, on the veins which pass this ground, some upwards of £100,000 of tin have been raised, and the indications of this mine are equal to those of the Trevisa Mine.

May be viewed on application to Mr. Bamfield, solicitor, St. Ives; and particulars and conditions of sale, obtained at the principal inns at St. Ives, Turo, and Exeter; or at Mr. Marsh's offices, 2, Charlotte-row, Mansion House, London.

A 30-INCH CYLINDER STEAM-ENGINE FOR SALE.

NANSEGGOLLAN MINE, CROWAN, CORNWALL.—TO BE SOLD, BY PRIVATE CONTRACT, an excellent 30-inch cylinder steam-engine, 9 ft. by 8 ft. stroke (manufactured within the last two years by Messrs. Fairbairn and Co., Hayle Copperhouse), with one boiler, about 9 tons, eastern, and good work of engine-house and boiler-house, &c.

A view of the same, apply to Capt. John Reynolds, Nanseggollan Mine, Crowan; or to the particular, and to treat for the same, application must be made to Mr. Nicholas Vivian, Camborne; or to Mr. Henry V. Newton, auctioneer and licensed emigration agent, Camborne, Cornwall, Oct. 20, 1853.

COAL-FIELDS.—TO BE LET, upon favourable terms, some most eligible and easily-worked GALES OF COAL, of excellent quality, in the FOREST OF DEAN, adjoining the railway.—Apply to E. H. Moscrop, Esq., 15, Abchurch-lane, London.

IMPORTANT TO IRONMASTERS.—NOTICE.—That a large quantity of IRON ORE, on the Mulgrave Estate, near Whitby, belonging to Messrs. Gurney and Co., is now ready TO LET. This immense seam runs for five miles along the cliffs facing the German Ocean, is from 8 to 13 ft. in thickness, and is allowed by competent authority to be much the richest ironstone yet discovered in Cleveland. It is within 15 miles by sea of Hartlepool, and 20 of Middlesbrough. The above places now becoming celebrated for the manufacture of iron. The ore will be divided, so as to suit companies; and further information may be obtained on application to Mr. Kerr, at Lythe Hall Office, near Whitby. Oct. 11th, 1853.

SLATE QUARRY FOR SALE, NEAR DELABOLE, CORNWALL.

—FOR SALE, near the celebrated Delabole Quarries, on the north coast of Cornwall, a superior SLATE QUARRY. The quality of the slate is such, that good judges have pronounced it equal, if not superior, to Delabole; it is large in size, and of a good colour. One of its greatest recommendations is the small expense attending the working of it. It is adapted for roofing and also for chimney-pieces and other ornamental work.—Persons desirous of having further information must address to "S. B. T." Post-office, Launceston, Cornwall.

COLLIERIES, COPPER SMELTING, AND IRONWORKS.—TO BE LET, several extensive FIELDS OF ANTHRACITE AND BITUMINOUS COAL, IRONSTONE, and FIRE CLAY; as well as MARBLE and LIMESTONE QUARRIES. Also, first-rate SITES for the ERECTION OF COPPER SMELTING ESTABLISHMENTS, IRONWORKS, PATENT FUEL MANUFACTORIES, and FIRE-BRICK WORKS. The whole being near good seaports, and intersected by the South Wales and Llanelli Railway, and the Gwendraeth Canal.—Apply to Mr. W. Rosser, mineral surveyor, Llanelli.

TO BE LET FOR A TERM OF YEARS, OR SOLD, a valuable TRACT, containing all the well-known VEINS OF ANTHRACITE COAL and IRON MINE of the county of GLAMORGAN.—For further particulars, apply to "D. E. F." Post-office, Neath.

STEAM-ENGINE FOR SALE.—TO BE SOLD, a HIGH-PRESSURE BEAM ENGINE, lately erected and nearly new, and in complete repair, together with COLLIERY WINDING GEAR, if required; cylinder 22 inches diameter, and 6 feet stroke, estimated to be 60-horse power; boiler, with tube, 11 1/2 tons.—Apply at the Millbrook Ironworks, Swansea.

WANTED TO PURCHASE, a good SECOND-HAND HORSE-WHEM; and 10 to 20 fms. 8-inch PUMPS, Wales or Ireland preferred. Address, pre-paid, Robert Smith, 31, Lombard-street, London.

CHEADLE (CALAMINE) BRASS.—This BRASS, of the finest quality (made at the Cheddle Company's Works), may be PURCHASED from Mr. G. ASTON, agent, Shropshire Union Wharf, Crescent, Birmingham; or at the Works, Cheddle.

EAST INDIAN IRON COMPANY.—Notice is hereby given, that the DEED required by the Charter of Incorporation of the East Indian Iron Company, having been approved by the Board of Directors, has been executed by the Board of Directors, and LIES FOR SIGNATURE by the shareholders at the office of the company, 33, New Broad-street, in the City of London, and the shareholders are hereby required to attend and execute the same on or before the 31st of October next, in default whereof their shares, with the deposits paid thereon, will be forfeited, pursuant to the terms of the prospectus and letter of allotment. By order of the Board, G. E. COOPER, Sec.

BLAENAVON IRON AND COAL COMPANY.—Notice is hereby given, that, in pursuance of a resolution passed this day by the Board of Directors, a DIVIDEND OF TEN SHILLINGS per share, upon the old shares of this company, will be PAID on and after the 1st day of November next, between the hours of Eleven and Three o'clock. By order of the Board, JAMES BOOTH, Sec.

INVESTMENTS IN IRELAND.—ESTATES to the value of £1,300,000 FOR SALE in November and December next. Messrs. TOWNSEND, C.E., and LOCKE FURNISH REPORTS, &c., on the AGRICULTURAL and MINERAL VALUE and RESOURCES of the above. 48, Upper Sackville-street, Dublin.

THE DIRECTORS of the IMPERIAL BRAZILIAN MINING ASSOCIATION consider it desirable to CALL the ATTENTION of the PUBLIC to the extensive and valuable AGRICULTURAL PROPERTY the association possesses in BRAZIL, consisting of about 30 square miles of land, situate in a most healthy climate (about 2000 feet above the level of the sea), and suited to the growth of all the various productions of the globe. The association is willing to ENTER into ARRANGEMENTS with companies or individuals for LEASING and WORKING these ESTATES, from which, amongst other produce, cotton of the best quality can be obtained.—For further particulars, apply to the office of the Imperial Brazilian Mining Association, Winchester House, Old Broad-street.

TO THE SHAREHOLDERS OF THE BADEN CHARTERED SILVER AND LEAD MINES.—The shareholders of the GRAND DUCHY OF BADEN MINES are requested to MEET at the office of Mr. F. C. Baudich, No. 11, Bucklersbury, on Monday next, the 24th inst., to confer on the propriety of forthwith summoning a general meeting, to take the position of the company into consideration.

PRAED CONSOLS MINES.—NOTICE.—The GRANT of these SETS having been REVOKED, persons who have CLAIMS AGAINST the mine, or who OWE CALLS, will please SEND the same forthwith to the undersigned. A GENERAL MEETING of the adventurers will be HELD at the office, No. 75, Cornhill, on Thursday, the 10th November, at Two o'clock precisely, to examine the accounts, &c. D. G. GOSLEY, Sec.

NOTICE.—TREBURGET CONSOLS MINING COMPANY.—The public are hereby CAUTIONED against PURCHASING any of the SHARES in this company numbered from 501 to 982, and from 1001 to 1518, inclusive; the same having been FRAUDULENTLY OBTAINED, consequently will not be recognised by the company. J. HUNTER, Sec.

PICTON CONSOLS MINE, IN THE PARISH OF ST. IVE, IN THE COUNTY OF CORNWALL.—A MEETING of the shareholders, on the general business of the company, will be HELD at No. 9, Austinfriars, London, on Thursday, the 27th inst., at Four o'clock in the afternoon. J. ELLIOT SQUARE, Purv.

POLTIMORE COPPER AND GOLD MINING COMPANY.—Notice is hereby given, that the SECOND HALF-YEARLY GENERAL MEETING of the shareholders of this company will be HELD at the office, No. 30, Pall Mall, at Twelve o'clock precisely, on Wednesday, the 24th of November, for the transaction of general business, and also as a Special General Meeting, for the purpose of determining the propriety of rescinding the Second of the Rules and Regulations, as recommended at the last general meeting. ADOLPHUS E. P. GRAVES, Sec. and Purv.

SOUTH CORK MINING COMPANY.—Notice is hereby given, that a SPECIAL GENERAL MEETING of shareholders in the above mine will be HELD at the office of the company, 33, Great Winchester-street, on Saturday, the 29th inst., at Two o'clock precisely. By order of the Board, WM. BATTYE, Sec.

WHEAL ANNA CONSOLS.—Notice is hereby given, that a SPECIAL GENERAL MEETING of this Mining Company will be HELD at these offices on Wednesday next, the 26th inst., at Three o'clock, upon business of importance. By order of the Committee, W. C. FOULKES, Sec.

WHEAL SAMSON.—A GENERAL QUARTERLY MEETING of the shareholders of the above mine will be HELD at the office of the company, 17, Cornhill, on Monday, the 24th October, at Twelve o'clock precisely. W. H. CROSSMAN, Sec.

ANGLO-CALIFORNIAN GOLD MINING COMPANY.—Notice is hereby given, that the ANNUAL GENERAL MEETING of the shareholders of this company will be HELD at the Freemasons' Tavern, Great Queen-street, Lincoln's Inn-fields, on Monday, the 31st inst., at Twelve o'clock, to take into consideration (in addition to the ordinary business) the propriety of making an increase in the capital of the company. GEORGE FREDERICK GOODMAN, Sec.

BRUCUTU GOLD MINING COMPANY.—The MINING REPORT received per last mail LIES at the office of the company for the INSPECTION of shareholders producing their shares. Offices, 58, Old Broad-street, Oct. 18, 1853. By order, JOHN GATLIF, Sec.

COIPLAPO MINING COMPANY.—Notice is hereby given, that the directors have this day made a CALL on the shareholders of ONE POUND per share, payable at the bankers of the company, Messrs. Williams, Deacon, and Co., on or before the 31st of October next.

It is particularly requested that the certificates of shares, together with the bankers' receipt, be left at the office of the company, 2, New Broad-street, three clear days, that the payment of the call may be inscribed thereon. By order of the Directors, EDWARD J. COLE, Sec.

NEW PATENT ACT, 1852.—Mr. CAMPIN, having advocated Patent Law Reform before the Government and Legislature, and in the pages of the Mining Journal, &c., is now READY TO ADVISE and ASSIST INVENTORS in OBTAINING PATENTS, &c., under the NEW ACT. The Circular of Information, gratis, on application to the Patent Office and Designs' Registry, 156, Strand.

MINING SHARES FOR SALE.—The undersigned is enabled to submit SHARES at the following PRICES:—

Bryntall, £14.	Norbury, 10s.	Tamar Maria, 12s. 6d.
St. Austell, £13.	North Kingston, 2s.	Trebell, 6s. 6d.
Cwm Darren, 10s. 6d.	Pendene Consols, 4s.	Tinroff, £5 1/2.
Chumcheste, 12s. 6d.	Pennar, 13s.	West End, £5 1/2.
Crookhew, £10 1/2.	Prince Albert, £3 1/2.	West Providence, £4 1/2.
Cloance Wood, 7s.	Perran Wh. Jane, 17s. 6d.	Weston, £2.
Combarnon, 8s. 6d.	Perran Wh. Alfred, 15s.	Wh. Harriett, 10s. at 8s. 6d.
East Bosart, 5s. 6d.	Rittion Castle, 8s. 6d.	Wheal Maundlin, 10s.
Great Wheal Hugo, 9s.	Sourton Consols, 10s. at 8s.	West Fanny, 2s. 6d.
Langford, 5s. 6d.	Stoke Chinsland West, 4s.	West Holmbush, 2s. 6d.
Londale, £5.	South Mary Ann, 2s. 6d.	Worthing, 4s.
Monarch, 9s.	South Crocker, £4.	Wood Mine, 8s.
Mixon Green, Consols, 16s.	Trannack Consols, 10s.	Wheal Golden, £2 1/2.
Mary Ann, £43.	Treleigh Consols, £23 1/2.	Wheal Edward, 40 at £2 1/2.
New E. Crownd, 200 at 8s.	Tremol, 150 at £2 1/2.	

N.B. Low-priced shares in other mines of good promise, subject to only small periodical calls, to be had on application; and impartial advice will be given as to their merits when required.

Letters addressed (post paid) to CHARLES GURNEY, mining commission agent, Hall of Commerce, Threadneedle-street, London, will meet prompt attention.

Just published, in cloth boards, large 8vo., with Plates, price 3s. 6d.

THE COAL MINES: THEIR DANGERS AND MEANS OF SAFETY.—Including INSPECTIONS, VENTILATION by FURNACE AND STEAM-JET, FORMULE ON VENTILATION, SAFETY-LAMPS, EDUCATION FOR THE MINERS, COAL-TRADE, &c. By JAMES MATTHEW, Esq., Honorary Secretary to the Shields Committee on Accidents in Mines, &c. London: Longman, Brown, and Co.

DR. RAMADGE ON ASTHMA AND DISEASE OF THE HEART. One Vol., greatly improved, Second Edition, price 10s. 6d.

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